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DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATION BILL, 1983

SEPTEMBER 16 (legislative day, SEPTEMBER 8), 1982.—Ordered to be printed

Mr. ANDREWS, from the Committee on Appropriations, submitted the following

REPORT

[To accompany S. 2914]

The Committee on Appropriations reports to the Senate the bill (S. 2914) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1983, and for other purposes and presents herewith information relative to the bill.

AMOUNTS IN NEW BUDGET (OBLIGATIONAL AUTHORITY) FOR FISCAL YEAR 1983

Amount of bill reported by House	$11,199,399,919
Amount of bill as reported to Senate	11,556,399,919
Amount of budget estimates, 1983	10,720,311,919
Under 302(b) subcommittee allocation, 1983	243,600,081

S183-5

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Summary of Major Recommendations

The major items contained in the bill include:

1. The appropriation of $1,591,403,000 for the headquarters administration and operating expenses of the Coast Guard;
2. A total of $425,000,000, including funds derived by transfer, for the capital acquisition, construction, and improvement programs of the Coast Guard;
3. The appropriation of $2,523,794,000 for operations and headquarters administration of the Federal Aviation Administration;
4. A general provision providing for obligations of not to exceed $600,000,000 for airport development and planning grants;
5. A total of $725,000,000 for facilities and equipment of the Federal Aviation Administration;
6. A general provision providing for obligations of not to exceed $8,100,000,000 for Federal highways;
7. A general provision increasing the Interstate System vehicle width limitation to 102 inches;
8. The appropriation of $78,133,000 for the operations and research of the National Highway Traffic Safety Administration;
9. The appropriation of $735,000,000 for grants to the National Railroad Passenger Corporation (Amtrak);
10. Approval of the budget request of $115,000,000 for continuation of the Northeast corridor improvement project;
11. The appropriation of $1,621,700,000 for the urban discretionary grant program of the Urban Mass Transportation Administration;
12. Appropriations totaling $600,000,000 for highway and transit projects substituted for Interstate Highway segments;
13. The appropriation of $1,200,000,000 for urban mass transportation formula grants; and
14. Termination of the section 406 airline subsidy program.
15. St. Lawrence Seaway relief from repaying outstanding debt incurred for capital construction costs, and avoiding unrealistic toll increases.
16. Initiation of a 5-year capital funding plan for the continued operation of the Alaska Railroad.

Total Obligational Authority Provided—General Funds and Trust Funds

In addition to the appropriation of $11,556,399,919 in new budget authority for fiscal year 1983, large amounts of obligational authority are provided by law without consideration by the annual appropriations process. The principal items in this category are the trust funded programs for Federal-aid highways and for airport development grants. For fiscal year 1983, estimated obligations for such programs exceed $8,400,000,000.

TIMING OF THE BILL

Traditionally, the Senate awaits House initiation and passage of appropriation bills before acting on them in Committee. This session, however, a combination of circumstances forced the Committee to begin its markup of a bill in advance of final House action. With time running out on the 1982 session, the Committee felt impelled to begin its own markup even before final House action was completed. Accordingly, overall House allowances in the report are based on Committee recommendations in that body, not final allowances.

A PERSPECTIVE ON TRANSPORTATION INVESTMENT

The transportation system in this country has evolved from horseback journeys along Indian trails to its present-day complexities of automobiles on freeways and jet aircraft following regulated airways.

Each step has required new technology, public acceptance of increased rules and regulations governing the new vehicles and the pathways which accommodate their use, and usually a public investment in these new pathways, and, in some cases, in the vehicles themselves.

Ships brought most of our ancestors from European, African, and Asian countries to this continent and the subsequent supply of goods and services from those countries required ports as a means of efficiently receiving these ships.

As our domestic production of agricultural goods began to emerge, first from the eastern coastal States, and later from the Midwest and West, inland waterways and ports began to require increased attention. The public sector played an important role in the development and maintenance of port facilities.

Facilities of this nature do serve the general public, but the basis for there being a public or quasi-public responsibility lies in the need for a guarantee of facilities to provide support for a strong defense and reliable facilities to allow commerce to flow with minimal interruption.

The benefits accrued by the development of ports, inland waterways, railroads, highways, transit lines, and airports are shared by many. Certainly each of these investments has industry as a recipient of its benefits, but industry in many cases shared a sizeable portion of the development costs. The right-of-way was frequently donated or designed by the Government, but the labor and capital costs were often borne by the private sector, as was the case with the railroads.

What is important to note is the fact that the facilities we now use each day are worth billions of dollars and have taken over 200 years to develop. Though these billion-dollar facilities took many years to build, it would take only a few years to destroy their worth through neglect and lack of maintenance.

It is this neglect and deferred maintenance which is occurring today and has been for several years. The 1982 version of this neglect is seen in the overall budget debate every time there is a proposal to reduce funding for capital needs of our transportation facilities.

This can best be seen in areas such as highways. The 1981 limitation

on obligations for the Federal-aid highways was $8.75 billion. The 1982 proposal from the administration for an obligation limitation was $7.172 billion and for 1983 it is $7.7 billion. Last year the bill included $8 billion as the highway obligation limitation and the Committee recommendation is to at least hold to that figure and attempt to in-crease it, if possible, in fiscal year 1983.

The highway program is a particularly important example because its revenues have already been collected by the States and are waiting to be spent. The situation worsens as one considers that the condition of roads and bridges throughout this country is deplorable.

The same problem is true of transit capital investments. In 1981, urban discretionary grants, the major source of transit capital funding, received an appropriation of $2.19 billion. The administration's 1982 budget proposed a funding level of $1,333,200,000. This difference is mitigated somewhat by a deferral of $220 million from fiscal year 1981 to fiscal year 1982, but even then the fiscal year 1982 level would have been only 78 percent of the prior year's level.

Recommendations of this nature defy the realities faced by States, municipalities, transportation authorities, industry, and almost anyone who ventures onto the closest highway segment.

The purpose of the following brief summary of the existing transportation investment is to establish a framework within which the true cost of both the further investment and the lack of further investment can be measured.

Seventy-five percent of the bridges in the United States were built before 1935. Considering that a bridge's useful life is generally estimated to be about 50 years, it is clear that a major problem and expense is immediately ahead of us.

According to testimony provided by the Federal Highway Administration (FHWA), the funding needs for repairing and replacing the existing deficiencies in bridges throughout this country would alone cost $60,000,000,000 in fiscal year 1982 dollars. This compares with the estimated fiscal year 1982 Federal investment of $900,000,000 into bridge rehabilitation and replacement. All the bridges approved for replacement or rehabilitation under the bridge program from its beginning through December 1980, represent only about 3 percent of the bridges that are deficient.

The number of deficient bridges just about doubled between 1977 and 1981. Although some of this increase can be attributed to adjustments in the reporting requirements for deficient bridges, a significant portion represents the increased deterioration of our Nation's bridges.

Of the over one-half million bridges in this country, 40 percent are deficient, 98,000 are structurally deficient and 102,000 are functionally obsolete. According to the FHWA, 120,000 bridges are or should be restricted to lighter vehicles and 3,700 bridges have been closed to traffic.

According to the GAO, over half the off-system bridges are deficient compared to the 24 percent on the Federal-aid system. Almost four times as many off-system bridges are posted, and over 90 percent of the bridges reported as closed are off the Federal-aid system. Though the

problem is greater in total numbers for off-system bridges than for Federal-aid bridges, the cost per bridge to rehabilitate or replace the Federal-aid bridges is significantly greater.

Many bridges in use today were built when the level of traffic was much lower and fewer heavy trucks and buses were on the road. Through use beyond their design capacities, through many years of weathering, and through a lack of adequate maintenance, bridges across the country are in a deplorable and dangerous condition.

Beyond the safety consideration, there is need to address those bridges which are structurally sound but functionally obsolete. The economic strength of most businesses depends on an efficient transportation system. Obsolete bridges act to devalue existing transportation systems, effectively cancelling the otherwise efficient components of that system.

In areas where a great deal of growth has occurred, the problems can be just as significant when the use of a bridge becomes restricted by the shear volume of users which acts as a bottleneck to the flow of commerce and passenger travel.

For a city or State attempting to work with industry in either providing new development or accommodating the existing needs of business, the importance of a bridge replacement or expansion can be almost as great as the need to replace a structurally deficient bridge. The economic health of an area is jeopardized by restrictive transportation facilities.

Bridges are just a more dramatic example of general road conditions. One need only drive a few miles on any local, State, or Federal road to find deteriorating roadbeds, complete with potholes, detours, and weight restrictions.

Good roads are not a luxury. They are an essential component to running an efficient transportation system. Our Nation's economic strength depends to an increasing degree on our ability to compete with production from abroad. The cost of transportation is a significant component of that cost. An efficient transportation system can reduce the cost of bringing raw materials to the production site and getting the final product to market. In cases where labor and resources are equally competitive among the producers, transportation costs can frequently be the deciding factor in a producer's competitive edge.

As a nation, we must assume the responsibility for providing this competitive edge to our American producers. It is clearly a public responsibility and one which deserves increased Federal attention even in these times when turning responsibilities back to the States seems to be the popular trend. The Federal Government has already invested $70 billion dollars in the highways of this country; now is not the time to turn our backs on these needs. The Federal Government has the means to raise the needed revenue and it should exercise this power without delay.

Use of the gasoline tax to increase revenues is essential if we are to make the needed investment in our transportation infrastructure. Expenditures for this purpose have already exceeded the revenues taken

in for the last few years. We cannot pursue this course much further without bringing the highway trust fund into bankruptcy.

In 1964, gasoline was selling for about 30 cents per gallon, 4 cents of which represented the gas tax. Today that same gallon of gasoline costs about $1.25 and still only 4 cents per gallon goes to support the highway trust fund. In that same time period, construction costs have risen dramatically and the fuel efficiency of automobiles has been greatly improved. All of this has led to a trust fund collection which cannot meet the demands placed on it. Given the need for investment, the outdated proportion of the tax to the cost of the gasoline, and the ineffectiveness of those taxes collected to meet the demands of maintenance and repair, this problem must be addressed with all speed. Short of meeting this challenge, the condition of our Nation's roads will continue to eat away at the economic strength provided by our highway system.

Our air traffic control and air navigation system today is a mish-mash of 40 years of changing techniques, procedures, skills, and equipment. It is a classic—some would say "over-aged"—mixture of many different levels of technology. Our system is still safe and effective, but very expensive to operate and maintain and of only limited capacity and adaptability. Bandaids and symptomatic relief will no longer suffice. What is required is no less than a fully integrated, efficient, safe, and modernized system capable of meeting the demands of the coming decades. This will require a major capital investment, which the Committee has addressed in this bill; however, the Committee is unwilling to dispose of our current framework until an improved version is in place and ready to provide operational enhancements.

The average age of Coast Guard cutters is approximately 27 years, which is approaching what is normally considered the maximum service life of 30 years. Many of the cutters in the fleet are 35 years old and older. For example, the cutters now assigned most directly to drug interdiction efforts have an average age of 35 years. Because of this age factor, the cutters are frequently inoperative due to system failures, and maintenance costs continue to increase. The General Accounting Office found in a recent survey that 70 percent of the Coast Guard cutters had problems relating to obsolete equipment, habitability, and maintenance.

The Coast Guard's assets, excluding land, are valued at approximately $11,000,000,000. Funding levels for the Coast Guard capital plant have approximated only 3 percent of asset value in the last several years. At this exceptionally low-reinvestment rate the Coast Guard has traded future potential for short-term budget cuts. Instead of pursuing a sound and conservative reinvestment program, the Coast Guard is on a path of accelerating erosion of its capabilities.

Included in the current highway tax proposal is a 1 cent per gallon equivalent which would be dedicated to mass transit. This contribution has become necessary as transit systems have become a public responsibility, as opposed to the private-sector operations which characterized many systems at the turn of the century.

With the growth in automobile ownership, urban sprawl, and many other factors, many private systems no longer found it profitable to privately operate transit systems. Consequently, the responsibility of operating these systems fell in the laps of local government authorities.

When the private sector pulled out, either the systems were abandoned or the local governments stepped in—not much of a choice for cities with limited parking facilities, increasing air pollution problems, and significant numbers of transit-dependent residents. As a result more transit systems became public entities, governed by locally-elected boards and subject more to politics and the electoral process than to the economics of the business sector.

Regardless of the past, the fact remains that transit systems are primarily a public operation in 1982 and do play an essential role in passenger transportation. The benefits offered by transit to other transportation and public concerns are many. The most obvious contribution is eliminating unnecessary automobile usage, particularly in crowded downtown areas. The tradeoff with needed highway capacity, the reduced public space dedicated to parking, and the lower auto emissions are just a few of the considerations favoring public support of transit.

The Federal investment in local transit has taken three basic forms. Funds have gone to build transit systems, to maintain them, and to operate them. These needs exist for subway and bus systems, for large and small communities, and for all regions of the country. The need for mass transit assistance is universal.

There are approximately 60,000 buses in operation in transit systems across the country. Of these buses, about 14,000 are over 13 years of age—or two-thirds of our national fleet (twelve years is considered the standard life span of a bus).

According to a survey taken by the American Public Transit Association (APTA), if the cost of a bus was considered to be $150,000 and its life span 15 years, then the cost of bus replacements and system expansions over the next decade is expected to be over $9 billion. In addition, APTA estimates that related facility needs such as garages and maintenance shops will be an additional $4.8 billion. These costs represent only the Federal share (80 percent) of these costs. That says nothing of the local match and auxiliary costs of management, fuel, maintenance, and other operating components.

On the rail side of the transit issue, one estimate for capital need through 1991 includes over $13 billion for capital funding and $5.8 billion for rolling stock needs. These figures reflect only the existing systems need, with no inclusion of the expansion costs of the existing systems nor the cost of starting up new systems, of which about 10 have received some kind of formal recognition.

To neglect transit is to turn our backs on one reliable response to the energy crisis. It has been estimated that a $1 billion increase in fare box recovery throughout the country would divert enough passengers to their cars to cause an annual increase in fuel consumption of 167 million gallons—or roughly a $220 million annual increase in fuel dependency. This analysis works in reverse. The more riders we attract, the less oil-import dependent we become.

To neglect transit, that mode on which the transit-dependent population must by definition rely, is to ignore that category of user which includes youth, the elderly, the poor, and many other urban dwellers who, for one reason or another, do not own and/or operate an auto.

And to neglect transit needs is also turning our back on billions of dollars of Federal investment already made in the transportation infrastructure. Particularly in larger cities, the vital nature of the existing transportation system has taken decades to develop at a huge cost to the user and taxpayer. A massive reinvestment strategy will not be possible without a funding mechanism similar to the 1-cent equivalent gas tax increase. Nonetheless, this reinvestment in the older systems (and initial investment in the newer systems of the South and West), will be essential to the continued health of our urban areas, large and small.

It is for these reasons that the Committee will be making recommendations to either increase or, at least, hold the line on funding for programs which support the maintenance and growth of our transportation system. Investing in our transportation infrastructure, be it highways, mass transit, the airspace system, or the many other components can only strengthen our future. We cannot afford to allow our existing system to decay. Maintenance of our previous transportation investments will serve us well through greater efficiencies at home and will, in turn, strengthen our competitive economic position abroad.

There can be no substantial growth in national income, no lasting improvement in access to jobs to health care or to recreation, no meaningful increase in productivity, no helpful improvement in our balance of trade, and no long-term improvement in employment; without a strong, steadfast, and certain commitment to the continued improvement in our transportation investments.

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

Appropriations, 1982	$34,500,000
Budget estimate, 1983	41,700,000
House allowance	37,532,000
Committee recommendation	41,700,000

Establishment of the Office of the Secretary of Transportation is specifically provided for in section 3 of the Department of Transportation Act of October 15, 1966 (Public law 89–670). The Office of the Secretary is composed of his immediate office, the Office of the General Counsel, and four assistant secretarial offices for policy and international affairs, budget and programs, governmental affairs, and administration, respectively. These secretarial offices have "staff" responsibilities consisting of policy development and central supervisory and coordinating functions necessary for the overall planning and direction of the Department of Transportation, including staff assistance and general management supervision of the counterpart offices in the operating administrations of the Department. A Minority Business Resource Center is operated to assist minority business firms in securing contracts on federally-assisted transportation projects. The salaries, administrative expenses, and associated housekeeping costs for these functions are included in the budget request for the Office of the Secretary.

The Committee recommends $41,700,000 for the salaries and expenses of the Office of the Secretary of Transportation. This is $4,168,000 more than the House allowance and the same amount as the budget request.

The Committee notes the significant work done by the Policy Office in managing the Department's truck size and weight study and in preparation of reports on inland waterway user charges, the auto industry, and bus regulatory reform.

The Committee does not concur with the House directive that any additional staff reductions in fiscal year 1983 be taken primarily from the Secretary's Policy Office. The Committee notes the implementation of reductions which brought the staffing level down from 143 to 102 in full-time positions in fiscal year 1982 alone—a 29-percent reduction.

Language is included in the bill transferring the unexpended balances available for the Minority Business Resource Center in the Federal Railroad Administration's "Rail service assistance" appropriation to this account. These transferred funds are to be used only for the purposes of the Minority Business Resource Center as authorized by title IX of

Public Law 94–210. The bill also includes language prohibiting the sale or transfer of any Consolidated Rail Corporation securities held by the Federal Government without prior approval of the Appropriations Committees. The limitation on official reception and representation expenses is increased to $35,000 for the Department, in view of the fact that this limitation has remained at $27,000 for more than a decade.

Transportation Planning, Research, and Development

Appropriations, 1982	$3,350,000
Budget estimate, 1983	7,800,000
House allowance	2,000,000
Committee recommendation	7,800,000

The Office of the Secretary performs those research activities and studies which can more effectively or appropriately be conducted centrally than in the operating administrations. This research effort is concerned with planning, analysis, and information development needed to support the Secretary in the formulation of national transportation policies. The program is carried out primarily through contracts with other Federal agencies, educational institutions, non-profit research organizations, and private firms, and is included in the budget request for the Office of the Secretary.

The Committee recommends $7,800,000 for transportation planning, research, and development, which is the same as the budget request and $5,800,000 more than the House allowance. The Committee does not concur with the directive of the House that special consideration be given to several named universities.

(Limitation on Working Capital Fund)

Appropriations, 1982	($70,909,000)
Budget estimate, 1983	(73,965,000)
House allowance	(70,909,000)
Committee recommendation	(70,909,000)

The funds are drawn from appropriations contained elsewhere in this bill and are used to finance central operations such as publishing and graphics, support activities, library services and computer systems. These common services are funded in this manner to promote economy and efficiency.

The bill includes a limitation on the working capital fund of $70,909,000, which is the same as the House allowance.

COAST GUARD

Summary of Fiscal Year 1983 Program

The U.S. Coast Guard, as it is known today, was established on January 28, 1915, through the merger of the Revenue Cutter Service and the Lifesaving Service. This was followed by transfers to the Coast Guard of the U.S. Lighthouse Service in 1939 and the Bureau of Marine Inspection and Navigation in 1942. The Coast Guard has as its primary responsibilities the enforcement of all applicable Federal laws on

the high seas and waters subject to the jurisdiction of the United States, safety of life and property at sea; aiding navigation; and maintaining a state of readiness to function as a specialized service in the Navy in time of war (14 U.S.C. 1, 2).

The Committee recommends a total program level of $2,450,403,000 for the activities of the Coast Guard in fiscal year 1983. The following table summarizes the Committee's recommendations:

[In thousands of dollars]

Program	Fiscal year 1982 program level	Fiscal year 1983 budget estimate	Recommended in the House bill	Committee recommendations
Operating expenses and headquarters administration	[1] 1,374,100	[1] 1,577,958	[1] 1,587,908	[1] 1,591,403
Acquisition, construction, and improvements	[2] 684,000	284,820	[3] 287,000	[3] 425,000
Alteration of bridges	8,000	10,200	12,700	12,000
Retired pay	279,000	336,000	336,000	336,000
Reserve training	49,483	50,094	50,094	54,000
Research, development, test, and evaluation	18,000	15,000	20,000	20,000
Other Coast Guard activities	5,320	7,000	2,000	12,000
Total	2,417,903	2,281,072	2,295,702	2,450,403

[1] Includes appropriation for debt reduction.
[2] Includes $300,000,000 derived by transfer.
[3] Includes $9,000,000 derived by transfer.

HEADQUARTERS ADMINISTRATION

The Committee recommends a new appropriation of $72,440,000 for the following activities:

Executive direction.—Direct the Coast Guard in an economical and efficient manner and advise or assist the Secretary of Transportation in matters pertinent to the Coast Guard and its functions; and maintain liaison with public and private agencies concerned with Coast Guard functions and operations.

Budget, planning, and policy.—Direct, develop, coordinate, and control Coast Guard policies, budget, and programs, with particular reference to general administration and management activities including safety programs.

Command, control, communication, and operations.—Develop and direct program areas such as search and rescue, domestic icebreaking, polar operations, and military preparedness and operations. Provide communications and intelligence support for all Coast Guard missions. Provide a comprehensive and effective public relations program aimed at keeping the private sector abreast of Coast Guard developments and events of general interest; and coordinate international matters involving missions of the Coast Guard. Provide for data processing support.

Financial management.—Provide for logistics of the Coast Guard procurement, maintenance of accounts, the disbursement of funds, the fi-

nancial management of comptroller responsibilities, and supply system management.

Legal.—Provide a comprehensive program of legal services. Provide legal representation for the Coast Guard in its dealings with local authorities and private organizations and persons. Provide guidance, assistance, and opinions and decisions, and make determinations that are predominately legal in character involving military justice, military and civilian personnel, contracts, claims, litigation, legislation, real and personal property, safety of life and property at sea, merchant seamen, maritime law enforcement, and international law.

Engineering.—Provide engineering logistics, including the design, construction, maintenance, outfitting, and alteration of vessels, aircraft, aids to navigation, shore establishment, machinery, electronic equipment, and utilities.

Civil rights.—Implement civil rights and equal opportunity precepts within the Coast Guard in all its official actions, including employment practices; services rendered to the public; employment practices of contractors and subcontractors under direct or federally assisted contracts; operation of federally assisted activities; and other programs and efforts involving Coast Guard assistance, participation or endorsement.

Personnel and health.—Provide personnel logistics including procurement, training, assignments, separations, and provide for overall health, dental, nursing, and sanitation programs.

The amount recommended would fund 1,899 military and civilian positions. This corresponds with the budget request, except for a reduction of $860,000 which is recommended relative to freezing the standard level user charges payable to the General Services Administration at fiscal year 1982 levels.

OPERATING EXPENSES

Appropriations, 1982	$1,374,100,000
Budget estimate, 1983	1,577,958,000
House allowance	1,587,908,000
Committee recommendation	1,518,963,000

Through the operating expenses appropriation the Coast Guard employs multi-purpose vessels, aircraft, and shore units, strategically located along the coasts and inland waterways of the United States and in selected areas overseas.

The activities of this appropriation fall into the following categories:

Search and rescue.—The Coast Guard maintains a nationwide system of boats, aircraft, cutters, and rescue coordination centers on 24-hour alert.

Aids to navigation.—A network of manned and unmanned aids to navigation is maintained along our coasts and on our inland waterways and loran stations are operated in the United States and abroad to serve the needs of the armed services and marine and air commerce. Also included are the Coast Guard's domestic ice breaking operations.

Marine safety.—The Coast Guard insures compliance with Federal statutes and regulations pertaining to the merchant marine industry, operates a boat safety standards program, and is responsible for the safety and security of U.S. ports and waterways.

Marine environmental protection.—Under various laws, international agreements, and conventions, the Coast Guard is charged with the prevention of damage to the marine environment.

Enforcement of laws and treaties.—Cutters and aircraft conduct patrols to enforce international agreements and Federal laws on the high seas and waters over which the United States exercises jurisdiction concerning fisheries, drug smuggling, illegal immigration, hijacking/theft of vessels and other unlawful activities.

Military readiness.—The Coast Guard operates as a service in the Navy in time of war or national emergency at the direction of the President. During peacetime, an effective state of military preparedness is maintained.

For Coast Guard operating expenses the bill includes $1,518,963,000, which, combined with the new headquarters administration account, is $3,495,000 more than the House allowance and $13,445,000 more than the budget request.

The Committee concurs with the concern expressed by the House regarding the importance of aircraft operations in Alaska and, therefore, directs that equivalent flight hour capability of fixed-wing aircraft, and the number of helicopters and flight hours, at Kodiak be restored to the numbers that existed on October 1, 1981.

The bill includes $6,000,000 to continue operation for the entire fiscal year of the fleet tugs *Escape, Ute,* and *Lipan,* and the addition of $1,300,000 for the continued operation of vessel traffic systems. This additional amount is needed to insure the operation of these three Coast Guard cutters for all of fiscal year 1983. These cutters now stationed in the 7th District are primarily assigned to the Coast Guard's drug interdiction program in the waters off south Florida. The Committee directs that priority consideration continue to be given to the operational needs of the Coast Guard's drug interdiction programs and to Coast Guard operations as they support the programs of the Southeast Florida Crime Task Force established by the President.

The Committee directs that a Coast Guard cutter, to replace the services performed by the *Campbell* shall be promptly located at Port Angeles, and that a cutter shall be permanently located at Port Angeles, Washington. The Committee also directs that a buoytender, to replace the services performed by the *Fir* shall be promptly located at Puget Sound, and that a buoytender shall be permanently located at Puget Sound, Washington.

A reduction of $3,445,000 is recommended relative to freezing the standard level user charges payable to the General Services Administration at fiscal year 1982 levels.

The Committee remains concerned about the removal of large numbers of buoys from Northeastern navigable waters and requests that the Coast Guard submit a justification to the Senate Appropriations Committee prior to any action.

CHILD AND SPOUSE ABUSE

During the deliberations on the fiscal year 1980 Department of Defense appropriations bill, the Committee became aware of an especially high incidence of child abuse and spousal violence in the military. At the Committee's request, DOD made a concerted effort to determine the reasons for such a high rate of abuse in all of the Armed Forces, including the Coast Guard. This matter has been the subject of two GAO reports.

While the Department of Defense has received funding since 1979, no funds have been directly appropriated to the Coast Guard for family advocacy programs due to the Coast Guard's peculiar position as the only Armed Force outside of DOD. During previous years, DOD has transferred some $500,000 to the Department of Health and Human Services for family violence programs. The Committee also understands that DOD has transferred $100,000 to the Coast Guard for family advocacy programs in fiscal year 1982. The Coast Guard had received support from the U.S. Public Health Service health care professionals assigned to USPHS hospitals. With the closing of the USPHS hospitals and the current transfer of health care funding for the Coast Guard from the Department of Health and Human Services to the Coast Guard in this appropriation, the Committee is concerned that the Coast Guard be able to sponsor a strong and viable family advocacy service for its members and dependents on a par with programs of the other Armed Forces.

The Coast Guard is directed to continue its work with appropriate State and/or local and DOD officials to reduce the incidence of child and spouse abuse cases, and $500,000 of the amount recommended is intended for this purpose. The Coast Guard and the other Armed Forces are urged to develop an adequate system for the exchange of appropriate records and statistics concerning family violence incidents involving authorized health care beneficiaries of each service cared for in another service's facilities.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

Appropriations, 1982	$384,000,000
(By transfer)	(300,000,000)
Budget estimate, 1983	284,820,000
House allowance	278,000,000
(By transfer)	(9,000,000)
Committee recommendation	416,000,000
(By transfer)	(9,000,000)

This appropriation provides for the major acquisition, construction, and improvement of vessels, aircraft, shore units, and aids to navigation operated and maintained by the Coast Guard. Currently, the Coast Guard has in operation approximately 250 cutters, ranging in size from 65-foot buoy tenders to 399-foot polar icebreakers, more than 2,000 boats, more than 150 helicopters and fixed-wing aircraft, approximately 600 stations, centers, and other shore units, some 48,000 navigational aids, and more than 30 radio navigational stations.

For acquisition, construction, and improvements, the bill includes $425,000,000, which is $140,180,000 more than the budget request and $147,000,000 more than the House allowance.

Included in the recommended amount is $177,700,000 for vessel acquisition and improvement, including $5,800,000 to rehabilitate the fleet tugs *Escape, Ute,* and *Lipan,* $19,000,000 for the service life extension of two seagoing buoytenders, $99,700,000 to continue the 270-foot medium-endurance cutter procurement, $16,000,000 for the renovation of four 210-foot medium-endurance cutters, $6,200,000 for one additional patrol boat; $180,920,000 for aviation procurement, including $19,200,000 for the medium-range surveillance (MRS) aircraft program, $14,100,000 for 12 forward-looking infrared radars, $137,855,000 for 27 short-range recovery helicopters along with support and spare parts, and provided that a C–130 aircraft be immediately deployed to replace the aircraft which was recently destroyed at Kodiak, Alaska; $37,180,000 for shore facilities, including $4,800,000 for modification of the air station at Astoria, Oreg., $8,000,000 to construct a hanger at the Elizabeth City, N.C., air station, $4,000,000 for construction of a Cape Cod medical clinic, $19,380,000 for public family quarters and minor shore construction projects; $10,000,000 for various waterway aids to navigation; $13,980,000 for administrative and engineering logistics; and $5,220,000 for advanced surveys, design, and planning. The amount recommended includes funds for 319 military and 202 civilian positions, as well as expenses related to travel, per diem, supplies, and materials. The personnel levels recommended are the same as the budget estimate and the fiscal year 1982 level.

The Committee has recommended an increase over the amounts requested to modernize the Coast Guard's inventory of cutters, fixed-wing aircraft, helicopters, and associated assets. This funding level is necessary to continue the capital improvement program initiated last year by the Committee. This initiative is important for several reasons, as follows: (a) to permit the Coast Guard to better pursue its drug interdiction responsibilities, (b) to permit the Coast Guard, a military agency, to participate in the general buildup of the Nation's defenses now underway, (c) to help enforce the Nation's immigration policies, and (d) to reverse the aging trend of the Coast Guard's major asset systems which are now approaching an average age of 30 years.

The Committee is pleased with the improved efforts made by the Coast Guard over the last year to interdict drugs that are being smuggled into this country primarily through the Coast Guard's 7th District. This effort is being made with Coast Guard cutters, many of which are 35 years old or older. To help modernize the Coast Guard fleet dedicated to drug interdiction activities and to meet the several other objectives stated in the paragraph above, the Committee directs that $125,000,000 of the amount made available for this appropriation is to be used only for assets deployed and dedicated in a manner to maximize their contribution to the Coast Guard drug interdiction program.

The Committee is pleased with the Coast Guard's immigration enforcement activities and directs that these programs be continued and improved as needed to help stem the flow of illegal immigrants into this country. The Committee does not agree with the language included in the House Report 97–783 on the subject of Haitian refugee activities, but concurs with the directive that the Coast Guard provide a detailed analysis of current refugee interdiction activities to ascertain the cost effectiveness of these activities.

Alteration of Bridges

Appropriations, 1982	
Budget estimate, 1983	$10,200,000
House allowance	12,700,000
Committee recommendation	12,000,000

The alteration of bridges appropriation provides funds for the Coast Guard's share of the cost of altering or removing bridges obstructive to navigation. Under the provisions of the Truman-Hobbs Act of June 21, 1940, as amended, (33 U.S.C. 511 et seq.) the Coast Guard, as the Federal Government's agent, is required to share with owners the cost of altering railroad and publicly owned highway bridges which obstruct the free movement of navigation on navigable waters of the United States in accordance with the formula established in 33 U.S.C. 516.

The bill includes $12,000,000 for alteration of bridges, which is $1,800,000 more than the budget request and $700,000 less than the House allowance.

The costs of the bridges for which funds are recommended are included in the following table:

Bridge/owner	Total estimated cost	Total estimated U.S. cost	Previously funded	Recommended in the bill
Point Pleasant Canal, Point Pleasant, N.J. (New Jersey DOT Highway 88)	$27,900,000	$14,500,000	$1,800,000	
Willamette River, Portland, Oreg. (Burlington Northern RR)	48,829,000	48,000,000		$1,800,000
Illinois River, Peoria, Ill. (Peoria & Pekin Union RR)	25,113,000	24,700,000	3,000,000	10,200,000
Total	53,013,000	39,200,000	4,800,000	12,000,000

Retired Pay

Appropriations, 1982	$279,000,000
Budget estimate, 1983	336,000,000
House allowance	336,000,000
Committee recommendation	336,000,000

The retired pay appropriation provides for retired pay of military personnel of the Coast Guard and Coast Guard Reserve, members of the former Lighthouse Service, and for annuities payable to beneficiaries of

retired military personnel under the retired serviceman's family protection plan (10 U.S.C. 1431–1446) and survivor benefit plan (10 U.S.C. 1447–1455), and for medical care of retired personnel and their dependents under the Dependents Medical Care Act. The average number of personnel on the retired rolls is estimated to be 23,562 in fiscal year 1983, as compared with an estimated 22,661 in fiscal year 1982 and 21,714 in fiscal year 1981.

The bill includes $336,000,000 for retired pay, which is the same as the House allowance and the budget request. The $26,000,000 included for medical care of retirees and dependents was formerly financed by the Department of Health and Human Services.

Reserve Training

Appropriations, 1982	$49,483,000
Budget estimate, 1983	50,094,000
House allowance	50,094,000
Committee recommendation	54,000,000

The Coast Guard Reserve was established by Act of Congress in February 1941, to provide qualified individuals and trained units for active duty in time of war or national emergency. This objective is now being accomplished through formal training and augmentation of regular forces in the performance of peacetime missions during domestic emergencies and during routine and peak operations. The program activities fall into the following categories.

Initial training.—This activity consists of initial training for three categories of nonprior service trainees.

Continuing training.—This activity includes the training of officer and enlisted personnel through the performance of drills and annual active duty training.

Operation and maintenance of training facilities.—This activity consists of the day-to-day operation and maintenance of Reserve training facilities, including organized Reserve training units.

Administration.—This activity provides all administrative functions required in the operation of the Reserve Forces program.

The bill includes $54,000,000 for reserve training, which is $3,906,000 more than the President's request and the House allowance.

The amount recommended is required to bring the Coast Guard Selected Reserve strength up to the current authorized level of 12,000. Most of these reservists would be assigned to the port security and safety mission in wartime. The objective of this mission is to insure, in the event of war or a major contingency, the uninterrupted flow of supplies and material in support of the strategic mobility of U.S. military forces, as well as the flow of cargoes that are critical to the Nation's economic health. A Coast Guard Reserve strength of 12,000 represents only 55 percent of mobilization requirements, compared to the other Armed Services Reserve Components whose strength averages 86 percent of such requirements. To further reduce an already low strength level could seriously impair mobilization readiness and have adverse national security implications.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

Appropriations, 1982	$18,000,000
Budget estimate, 1983	15,000,000
House allowance	20,000,000
Committee recommendation	20,000,000

The Coast Guard's research and development program seeks to maintain and expand the technological base in areas crucial to the successful execution of the Coast Guard's operational and regulatory missions. This appropriation will allow the Coast Guard to continue its research and development in the areas of commercial vessel safety, search and rescue systems, aids to navigation and advance technology vessels. Increased emphasis will be devoted to marine environmental protection. The Committee has also provided funds for 104 military and 91 civilian positions under this appropriation.

The bill includes $20,000,000 for research, development, test, and evaluation, which is $5,000,000 more than the budget request and the same as the House allowance.

The Committee joins the House in noting that the Coast Guard was directed by the conference report accompanying the Department of Transportation and Related Agencies Appropriations Act, 1982, to promptly complete the ammonia spill study program. Since the study has not been completed, the Committee directs the Coast Guard to obligate $300,000 of the funds provided for fiscal year 1983 to complete the ammonia spill study no later than October 1, 1984. The Coast Guard should submit a status report on this program to the Committee no later than January 15, 1983.

The Committee also directs that funds be made available for the continued operation of the Coast Guard research and development facility at Avery Point in Groton, Conn. These funds shall cover personnel, administrative, and project expenses at not less than the current funding levels.

OFFSHORE OIL POLLUTION COMPENSATION FUND

Appropriations, 1982	$2,000,000
Budget estimate, 1983	1,000,000
House allowance	1,000,000
Committee recommendation	1,000,000

Title III of the Outer Continental Shelf Lands Act amendments of 1978 provides for an oil pollution compensation fund to pay compensation for damages, including cleanup resulting from oil spills as a result of loading, offloading, or transit activities taking place on the Outer Continental Shelf. Receipts are generated from a fee on Outer Continental Shelf oil.

The bill includes an appropriation of $1,000,000 together with the requested authority to borrow from the Secretary of the Treasury to meet fund obligations. In addition, the bill includes the requested general provision which would limit fiscal year 1983 obligations under the fund to a maximum of $60,000,000. This is similar to the language enacted for the past 3 fiscal years.

DEEPWATER PORT LIABILITY FUND

Appropriations, 1982	$2,000,000
Budget estimate, 1983	1,000,000
House allowance	1,000,000
Committee recommendation	1,000,000

The deepwater port liability fund was established to provide a system for determination and settlement, without fault, of claims for all cleanup costs and damages incurred, but not otherwise compensated, as a result of discharges of oil into the marine environment from deepwater port activities. (33 U.S.C. 1517(f)).

The Committee recommends an appropriation of $1,000,000 for the continued operation of the deepwater port liability fund. The Committee believes that this amount, together with the unobligated balance from prior year appropriations, should provide sufficient obligational authority for fiscal year 1983. The bill also includes the language requested to permit borrowing from the Department of the Treasury and to limit total fund obligations to $50,000,000 in fiscal year 1983. These provisions are similar to the ones enacted for fiscal years 1981 and 1982.

NATIONAL RECREATIONAL BOATING SAFETY AND FACILITIES IMPROVEMENT FUND

Appropriations, 1982	
Budget estimate, 1983	$5,000,000
House allowance	
Committee recommendation	10,000,000

This fund provides financial assistance for the development and implementation of a coordinated national recreational boating safety program for the several States, as provided for in the Recreational Boating Safety and Facilities Improvement Act of 1980 (Public Law 96–451). That act establishes a fund from which the Secretary may allocate and distribute matching funds to assist in the development, administration, and financing of acceptable State programs. The fund consists of amounts transferred into it from the highway trust fund equivalent to the motorboat fuel tax (4 cents per gallon) received on or after October 1, 1980, and before October 1, 1983, not to exceed $20,000,000 per year, or $20,000,000 total at any time. Any excess motorboat fuel taxes are transferred to the land and water conservation fund created in 1965 (Public Law 88–578).

The House bill did not include an appropriation for this program because legislation has been proposed which would convert the existing grant authority of the Federal Boating Safety Act to spending authority in the form of contract authority, effective in fiscal year 1983, the final year of existing multiyear authorization, with liquidation of contract authority to be provided in subsequent appropriations acts.

The Committee is less sanguine regarding the timely enactment of such legislation and, as a matter of principle, is not generally in favor of moving programs off budget. Consistent with current law, the Committee recommends an appropriation of $10,000,000, to be distributed

to eligible States for their recreational boating safety programs. If legislation is enacted to convert this program to contract authority, the House-Senate appropriations conferees can make the necessary adjustments to this bill.

FEDERAL AVIATION ADMINISTRATION

Summary of Fiscal Year 1983 Program

The Federal Aviation Administration traces its origins to the Air Commerce Act of 1926, but more recently to the Federal Aviation Act of 1958 which established the independent Federal Aviation Agency from functions which had resided in the Airways Modernization Board, the Civil Aeronautics Administration, and parts of the Civil Aeronautics Board. FAA became an administration of the Department of Transportation on April 1, 1967, pursuant to the Department of Transportation Act (October 15, 1966).

The total recommended program level for the FAA for fiscal year 1983 amounts to $4,025,139,000, including $600,000,000 as an obligation limitation against previously enacted contract authority. The following table summarizes the Committee's recommendations:

[In thousands of dollars]

Program	Fiscal year 1982 program level	Fiscal year 1983 budget estimate	Recommended in the House bill	Committee recommendations
Operations and headquarters administration	[1] 2,098,400	2,549,806	2,456,783	2,523,794
Facilities, engineering, and development	8,797	.....	16,200	20,310
Facilities and equipment	260,847	725,000	[2] 382,980	725,000
Research, engineering, and development	55,800	133,500	93,000	113,000
Grants-in-aid for airports	[3] 450,000	[3] 600,000	[3] 600,000	[3] 600,000
Metropolitan Washington airports	56,682	45,035	43,035	43,035
Total	2,930,526	4,053,341	3,591,998	4,025,139

[1] Includes $3,400,000 derived by transfer.
[2] Includes $7,450,000 derived by transfer.
[3] Contract authority obligation ceiling.

HEADQUARTERS ADMINISTRATION

The Committee recommends a new appropriation of $55,574,000, which is $2,857,000 below the budget request, for the following activities:

Procurement.—Directs the management and procurement of materiel and supply support for air navigation and air traffic control facilities; agency aircraft; and the acquisition, control, and management of real and personal property, building space, public utilities, and other services.

Executive direction.—Establishes policy and broad technological, operational, and managerial concepts. Directs the agency in implementation of policy and execution of established concepts.

Communications control.—Provides key agency officials with effective executive telecommunications.

Public affairs.—Insures that relevant information concerning FAA is consistently presented in a factual, dignified, and timely manner.

Legal.—Provides legal counsel and advice for the handling of all legal matters with which FAA is concerned, in order to insure conformance with all legal requirements of all applicable laws, rules, regulations, and orders.

Planning/policy.—Recommends FAA policy and plans; identifies needed national air system changes; performs economic analysis of regulations.

Accounting.—Provides accounting, financial advisory, and audit liaison services.

Budget.—Identifies and defines budgetary needs and assures that they are effectively presented to the Office of the Secretary of Transportation, Office of Management and Budget, and congressional committees, and that funds and other resources available to the agency are effectively utilized.

Civil rights.—Assures full and affirmative implementation of civil rights and equal opportunity precepts within the Federal Aviation Administration.

International aviation.—Insures adequacy of international aviation system policies, maintains effective liaison with foreign governments.

Personnel management.—Develops, issues, and guides the personnel policies of the FAA.

Labor relations.—Provides advice and assistance on labor relations and employee conduct and discipline programs; administers national labor agreements.

Management systems/data systems.—Develops and administers the implementation and operation of FAA organizational plans, management systems and controls, and administrative standards and procedures; provides data processing, editorial, graphics, and publishing services to the Washington headquarters.

Centralized training.—Plans, develops, coordinates, and directs the training of the FAA workforce.

The amount recommended would fund 677 positions and reflects reductions of $1,200,000 for contractual services, $825,000 for economic analyses studies, $343,000 for office equipment, $300,000 for administrative telecommunications, $17,700 for travel, and $9,300 for supplies. A reduction of $162,000 is recommended relative to freezing the standard level user charges payable to the General Services Administration at fiscal year 1982 levels.

OPERATIONS

Appropriations, 1982	$2,281,939,000
(By transfer)	(13,400,000)
Budget estimate, 1983	2,549,806,000
House allowance	2,456,783,000
Committee recommendation	2,468,220,000

FAA's operations appropriation provides funds for the operation, maintenance, communications, and logistic support of the air traffic control and navigation systems and activities. It also covers the administration and management of the airports, medical and engineering and development programs. The activities of the operations accounts comprise seven main areas:

Operation of air traffic control system.—The operation of a national system of air traffic management in the United States and its possessions on a 24-hour basis.

Installation and materiel services.—Procurement, contracting, and materiel management programs.

Maintenance of traffic control system.—The direction and engineering services related to the maintenance, improvement, and modification of facilities and equipment in the traffic control system.

Administration of aviation standards program.—This activity exists to promote flight safety of commercial civil aircraft by assuring the airworthiness of aircraft; the competence of pilots, aviators, and aviator technicians; the adequacy of flight procedures and air operations.

Administration of medical programs.—The development of regulations governing the physical and mental fitness of pilots and other persons whose health affects safety in flight; the application of these medical standards.

Development direction.—The planning, direction, and evaluation of the engineering and development program, direct project costs of which are financed under the research, engineering, and development appropriation.

Administration of airports program—Which includes administration of airport grants and the safety certification of airports.

The bill includes a total of $2,468,220,000 for the operations activities of the Federal Aviation Administration. This, combined with the new headquarters administration account, is $26,012,000 less than the budget request, $67,011,000 more than the House allowance, and includes $1,464,150,000 to be derived from the Airport and Airway Trust Fund.

The Committee does not concur with the House in denying the $1,655,000 requested for rental of new computers at the Aeronautical Center. The bill does include $5.000,000 for payment of international aviation security charges.

PROGRAM REDUCTIONS

The House Committee deleted $1,655,000 for rental of a new computer at the Aeronautical Center. In addition to the funding cut, the House report prohibits FAA from procuring this computer under any options whatsoever.

The Committee has been provided by the FAA with additional information which indicates that justification exists in ongoing technical and administrative programs and plans—some of which are directly related to aviation safety—to permit FAA to proceed with the temporary lease of the computer.

As budget and programmatic restraints have become tighter, greater demands have been placed on the agency's centralized computer facility at the Aeronautical Center. This facility provides the worldwide logistics system for air traffic control and air navigational equipment, it is the base for a number of safety-related systems including the recordkeeping for all civilian aircraft and certificated personnel in the Nation, and it supports a host of administrative applications including the payrolling of most of the employees in the DOT Administrations and an about-to-become operational uniform accounting system.

In approving the computer lease, the Committee directs the following:

1. No funds will be authorized for the purchase of replacement computers for the Aeronautical Center without the prior approval of the appropriate committees of the Congress.

2. A comprehensive information requirement analysis, including the identification and prioritization of specific software applications, will be submitted in conjunction with any purchase plan.

3. A long-range plan to obtain needed computer processes and telecommunication capabilities will also be submitted in conjunction with the request for purchase.

4. Finally, FAA shall submit detailed analysis to show why the purchase is necessary in lieu of off-loading workload on other Department of Transportation (including FAA) computer facilities. This information should include a cost analysis of time sharing versus purchase costs.

The Committee also does not concur in the House deletion of the $61,000,000 requested for increased pay for air traffic controllers and certain other FAA employees. The elimination of funds for the Air Traffic Revitalization Act would have a very serious impact on the agency, impairing the rapid recovery of the air traffic system and creating serious morale problems. In the aftermath of the illegal controller strike it was imperative that the Government undertake an expedited effort to restaff the air traffic control facilities at the appropriate levels. This proposed legislation provides special recruitment incentives and assures that the current workforce receives equitable pay treatment.

The House reduced the agency's request to replace controller chairs. The Committee disagrees with the House reduction.

The chairs now used by controllers are more than 10 years old and maintenance costs are rising sharply as evidenced by the following: Fiscal year 1980, $427,000; fiscal year 1981, $467,000; fiscal year 1982, $529,000 (estimated). New chairs are expected to be maintenance-free for at least 2 years as part of the manufacturer's warranty.

Between fiscal years 1974 and 1979 there were 251 accidents involving controller chairs now in use. The nature of these accidents appears to have become more serious in recent years. As an example, one

controller was disabled and received an out-of-court settlement for $100,000. Another had surgery on his back and received $150,000 in damages from the manufacturer's insurer. Other cases are pending. These chairs are subject to intensive, continuous use and must be quickly adjusted and readily movable to a variety of positions. This not only contributes to wear and tear, but also contributes to the accident potential when there is equipment failure. Based on these facts, the Committee believes the chair replacement program is economically and operationally justified.

The Committee concurs with the House deletion of the $26,700,000 and the proposed bill language related to the reimbursement of the Department of Commerce for weather services, since no offsetting reimbursement is included in the budget for the weather information provided by the FAA.

A reduction of $1,455,000 is recommended relative to freezing the standard level user charges payable to the General Services Administration at fiscal year 1982 levels.

RECOMMENDED STAFFING

The House approved the requested fiscal year 1983 personnel level of 46,844 positions, an increase of 1,466 positions above the current fiscal year. The Committee concurs, in conjunction with the new appropriation for headquarters administration, as shown in the following table:

Activity	Fiscal year 1982 level	Budget estimate and House level	Committee recommendation
Traffic control:			
Centers and towers	18,615	20,514	20,514
Flight service stations	4,500	4,500	4,500
Other	2,014	1,986	1,986
Installation and materiel service	2,086	2,020	2,020
Systems maintenance	11,975	11,814	11,814
Aviation standards	5,006	4,865	4,865
Medical programs	280	270	270
Development direction	286	279	279
Airport program	616	596	596
Total	45,378	46,844	46,844

FACILITY CLOSURES AND REDUCTIONS

The Committee fully appreciates the circumstances which have led the FAA to temporarily close certain airport control towers and flight service stations. However, the Committee is concerned that these temporary closings not be converted into permanent shutdowns of these facilities without specific appropriations to cover those permanent closing costs. Such appropriations requests give the Committee an opportunity to evaluate the impact of the proposed closings on air safety and the economy of the affected communities.

At the time of the Committee's hearings this spring, 232 control towers were operating at reduced hours and 61 were closed temporarily.

It is the expectation of the Committee that the FAA will continue to respect past practice in this regard and request specific appropriations for every closure or part-timing of an air traffic control tower in the future. In the meantime, the Committee wishes to be kept advised on the status of towers which have been closed or reduced in hours of operation in the wake of the air traffic controller strike.

Since 40 percent of aircraft accidents involve adverse weather, the Committee remains concerned about the problem of getting accurate weather information to all pilots on a timely basis. It appears that efforts at FAA consolidation may be progressing too far in advance of the modernization program, raising serious concerns about the resultant impact on safety. The Committee believes that the new modernized flight service station must demonstrate that it is capable of achieving its designated mission before action is taken to dismantle or remove existing stations.

The following is a list of flight service stations which—because of the controller strike necessitating reassignments, the need to balance workload, or because of employee retirement, illness, death, or discharge of annual leave—were temporarily closed or part-timed between August 1, 1981, and August 20, 1982:

State and location	Complete closing	Part-timing	Comment
Alaska:			
Bettles		Mar. 1–May 23, 1982	Hours reduced from 24 to 16 daily.
Cold Bay		Mar. 1–June, 29, 1982	Hours reduced from 24 to 16 daily.
Iliamna		Feb. 1–May 16, 1982	Hours reduced from 16 to 8 daily.
Palmer	Aug. 13, 1982		
Talkeetna		Jan. 15–16, 1982	Hours reduced from 16 to 10 daily.
Do		Mar. 22–June 10, 1982	Closed Monday and Tuesday. Normal hours of operation 8 daily.
Arizona:			
Douglas		Sept. 4, 1981–Indefinite	Hours reduced from 24 to 9 daily. Closed Saturday and Sunday.
Yuma		Sept. 23, 1981–Indefinite	Hours reduced from 24 to 15 daily.
Arkansas:			
El Dorado		Dec. 1, 1981–Indefinite	Hours reduced from 24 to 12 daily.
Fayetteville		Feb. 19–Aug. 22, 1982	Hours reduced from 24 to 16 daily.
Harrison		Dec. 1, 1981–May 29, 1982	Hours reduced from 24 to 12 daily.
Do		May 30, 1982–Indefinite	Hours returned from 12 to 16 daily.
California:			
Arcata		June 9, 1982–Indefinite	Hours reduced from 24 to 15 hours and 45 minutes daily.
Blythe		Sept. 20–Dec. 12, 1981	Hours reduced from 24 to 15½ daily.
Do		Dec. 13, 1981–Indefinite	Hours reduced from 15½ to 10 daily.
Crescent City		July 17–Sept. 20, 1982	Hours reduced from 10 to 8 daily. Closed Saturday and Sunday.
Daggett		Sept. 20, 1981–Indefinite	Hours reduced from 24 to 16 daily.
Imperial		Sept. 20, 1981–Indefinite	Hours reduced from 24 to 16 daily.
Marysville		Apr. 16–18, 1982	Hours reduced from 24 to 16 daily.
Do		May 1–2, 1982	Hours reduced from 24 to 16 daily.
Do		May 24–Oct. 1, 1982	Hours reduced from 24 to 16 daily.

State and location	Complete closing	Part-timing	Comment
California—Continued			
Montague	.....	Apr. 9, 1982	12 noon to 4 p.m. closed.
Do	June 8–16, 1982	.....	Closed. Normal hours of operation 8 daily.
Do	Dec. 22–30, 1981 Jan. 9–16, 1982 Sept. 6, 1982 Oct. 11, 1982 Nov. 25, 1982	.....	Closed. Normal hours of operation 8 daily.
Needles	Apr 9, 1982	.....	Closed. Normal hours of operation 8 daily.
Do	July 9–10, 1982	.....	Closed. Normal hours of operation 8 daily.
Thermal	.....	Jan. 24, 1982–Jan. 1, 1983	Hours reduced from 24 to 16 daily.
Ukiah	.....	Sept 20, 1981–Indefinite	Hours reduced from 24 to 17 daily.
Colorado:			
Akron	.....	Sept. 12, 1981–Indefinite	Hours reduced from 24 to 16 daily. Period May 2–9 hours reduced 16 to 8 daily.
LaJunta	.....	Sept. 12, 1981–Sept. 5, 1982	Hours reduced from 24 to 16 daily.
Florida:			
Key West	.....	Sept. 28, 1981–Sept. 30, 1982	Hours reduced from 24 to 16 daily.
Idaho:			
Burley	.....	Mar. 10–Nov. 10, 1982	Hours reduced from 24 to 16 daily.
Iowa:			
Burlington	.....	Feb. 14, 1982–Indefinite	Hours reduced from 24 to 16 daily.
Ottumwa	.....	June 13, 1982–Indefinite	Hours reduced from 24 to 16 daily.
Kansas:			
Chanute	.....	May 30, 1982–Indefinite	Hours reduced from 24 to 16 daily.
Dodge City	.....	Dec. 27, 1981–Indefinite	Hours reduced from 24 to 12 daily, Monday thru Saturday. Sunday reduced from 12 to 10 daily.
Emporia	.....	May 16, 1982–Indefinite	Hours reduced from 13 to 10 daily. Closed Tuesday.

State and location	Complete closing	Part-timing	Comment
Kansas—Continued			
Hill City		Mar. 28, 1981–Indefinite	Hours reduced from 16 to 10 daily. Closed Sunday.
Salina		July 1, 1982–Indefinite	Hours reduced from 24 to 18 daily.
Kentucky:			
Paducah		Apr. 15–Sept. 18, 1982	Hours reduced from 24 to 16 daily.
Michigan:			
Houghton		Mar. 18–21, 1982	Hours from 24 to 18.
		Mar. 30–Apr. 1, 1982	Hours 16 to 8.
		Apr. 6–Aug. 6, 1982	Hours 24 to 18.
Missouri:			
Vichy		May 30, 1982–Indefinite	Hours reduced from 24 to 16 daily.
Montana:			
Cut Bank		Nov. 1, 1981–Jan. 1, 1982	Hours reduced from 24 to 16 daily.
Do		Mar. 1–Nov. 1, 1982	Hours reduced from 24 to 16 daily.
Lewiston		Jan. 10–May 1, 1982	Hours reduced from 24 to 16 daily.
Nebraska:			
Chadron		May 30, 1982–Indefinite	Hours reduced from 16 to 10 daily. Closed Sunday.
Sidney		July 30, 1982–Indefinite	Hours reduced from 16 to 8 daily.
Nevada:			
Ely		Sept. 14–Oct. 7, 1981	Hours reduced from 15½ to 8 daily.
Lovelock		Sept. 20, 1981–Jan. 15, 1982	Hours reduced from 24 to 8 daily.
Do		Mar. 24–Apr. 2, 1982	Hours reduced from 16 to 8 daily.
		June 8–17, 1982	
		Aug. 5–7, 1982	
		Aug. 11–12, 1982	
Tonopah		Jan 24, 1982–Jan. 1, 1983	Hours reduced from 24 to 16 daily.
New Hampshire:			
Lebanon		Sept. 25, 1981–Jan. 24, 1982	Hours reduced from 24 to 16 daily.

State and location	Complete closing	Part-timing	Comment
New Mexico:			
Deming		Nov. 11, 1981–Indefinite	Hours reduced from 24 to 12.
Carlsbad		Nov. 21, 1981–Indefinite	Hours reduced from 24 to 12 daily.
Truth or Consequences		Nov. 21, 1981–Indefinite	Hours reduced from 12 to 8 daily.
Tucumcari		July 7–Aug. 15, 1982	Hours reduced from 24 to 16 daily.
Gallup		Apr. 4–June 1, 1982	Hours reduced from 24 to 16 daily.
New York:			
Glens Falls		June 11–Oct. 9, 1982	Hours reduced from 24 to 16 daily.
North Dakota:			
Dickinson		Mar. 21–Sept. 30, 1982	Hours reduced from 24 to 16 daily.
Jamestown		Mar. 12–Sept. 30, 1982	Hours reduced from 24 to 16 daily.
Oklahoma:			
Hobart		Dec. 1, 1981–Indefinite	Hours reduced from 24 to 12 daily.
Gage		July 19, 1981–Indefinite	Hours reduced from 24 to 14 daily.
Ponca City		Apr. 4, 1982–Indefinite	Hours reduced from 24 to 16 daily.
Oregon:			
The Dalles		June 2–Aug. 1, 1982	Hours reduced from 16 to 8 daily.
South Dakota:			
Watertown		Apr. 3–Sept. 30, 1982	Hours reduced from 24 to 16 daily.
Texas:			
Abilene		Aug. 15–16, 1982	Hours reduced from 24 to 16 daily.
Childress		Dec. 1, 1981–Apr. 1, 1982	Hours reduced from 24 to 12 daily.
Do		Jan. 10, 1982–Indefinite	Hours reduced from 24 to 12 daily.
College Station		Feb. 11–Sept. 19, 1982	Hours reduced from 24 to 16 daily.
Cortulla	Nov. 8, 1981		Normal hours 16 daily.
Dalhart		Dec. 1, 1981–Indefinite	Hours reduced from 24 to 12 daily.
Mineral Wells		Oct. 16, 1981–Indefinite	Hours reduced from 10 to 8 daily.
Palacios		Nov. 15, 1981–Indefinite	Hours reduced Nov. 15, 1981, 24 to 16. Apr. 11, 1982, hours reduced to 12 daily.
Wink		Dec. 1, 1981–Indefinite	Hours reduced from 24 to 12 daily.

State and location	Complete closing	Part-timing	Comment
Washington:			
Ephrata	.....	Dec. 24, 1981–Sept. 8, 1982	Hours reduced from 16 to 8 daily.
Hoquiam	.....	Apr. 8–Aug. 1, 1982	Hours reduced from 24 to 16 daily.
Toledo	May 1–3, 1982	.....	Closed. Normal hours of operation 8 daily.
Do	.....	July 10–Nov. 10, 1982	Reduced from 7 days a week to 5 days. Normal hours of operation 8 daily. Closed July 10, 1982, and Aug. 9, 1982.
Wisconsin:			
LaCrosse	Feb. 28–Mar. 1, 1982	.....	Closed 10 p.m., Feb. 28, 1982. Reopened 3:15 p.m., Mar. 1, 1982.
Wyoming:			
Laramie	.....	Mar. 1–Aug. 15, 1982	Hours reduced from 24 to 16 daily.
Rawlins	.....	July 10–Nov. 10, 1982	Hours reduced from 24 to 16 daily.
Rock Springs	.....	Mar. 1–Nov. 1, 1982	Hours reduced from 24 to 17 daily.
Worland	.....	Oct. 9, 1981–Mar. 1, 1982	Hours reduced from 24 to 16 daily.

Since the existing system must be efficiently maintained until something better is operational, the Committee directs that (1) consistent with existing law, not more than 60 flight service stations may be part-timed in fiscal 1983, and (2) no reduction in hours of service nor closure of any flight service station be undertaken without prior approval of the Appropriations Committees, except in emergencies where qualified personnel are not available for duty or the action is necessary to assure safety, whereupon there shall be immediate subsequent notification.

Last year, the Federal Aviation Administration announced its intention to consolidate various regional offices throughout the Nation. In the report accompanying the Fiscal Year 1982 Transportation and Related Agencies Appropriation Act (Public Law 97–102), the Committee directed that both House and Senate Appropriations Committees be kept fully advised in advance by the FAA of any major developments to expend funds to implement such a reorganization. The bill provides that the FAA shall not undertake any reorganization of its regional office structure or begin any studies dealing with such a reorganization without the prior approval of both House and Senate Appropriations Committees.

NATIONAL AIRSPACE PERFORMANCE REPORTING SYSTEM

The Committee concurs with the House that the lack of substantiation of hardware and software reliability problems in the enroute air traffic control system stems from FAA's inability to implement an adequate automated performance reporting system. The FAA plan to "rehost" the enroute system does not diminish the necessity to install a reporting system which provides timely and reliable data. Therefore, the Committee joins the House in directing the FAA to provide by December 31, 1982, short- and long-range plans for the implementation of the national airspace performance reporting system. Such plans should include a detailed description of the project scope, cost estimates by major component (for example, hardware, developmental software, communications, et cetera), and major milestones.

FACILITIES, ENGINEERING, AND DEVELOPMENT

Appropriations, 1982	$8,797,000
Budget estimate, 1983	([1])
House allowance	16,200,000
Committee recommendation	20,310,000

[1] Budget estimate appears under "Research, engineering, and development."

The bill includes an appropriation of $20,310,000 for the facilities, engineering, and development needed to establish or modify Federal air regulations. The budget proposed financing these activities from the Airport and Airway Trust Fund and merging this appropriation into the appropriations for facilities and equipment and research, engineering, and development. The bill retains these regulatory activities as a separate appropriation financed with general Treasury funds.

The following table shows the comparable amounts for fiscal years 1982 and 1983, including the amounts recommended in the bill:

	Fiscal year 1982 appropriation	Fiscal year 1983 amended budget estimate	Recommended in the bill
Aircraft regulations and aviation security	$4,695,000	[1] ($13,000,000)	$13,000,000
Aviation medicine	1,810,000	[1] (1,810,000)	1,810,000
Environmental research	1,000,000	[1] (2,000,000)	2,000,000
Facilities and equipment	1,292,000	[2] (3,500,000)	3,500,000
Total	8,797,000	(20,310,000)	20,310,000

[1] Requested under the appropriation for research, engineering, and development.
[2] Requested under the appropriation for facilities and equipment.

Facilities and Equipment (Airport and Airways Trust Fund)

Appropriations, 1982	$260,847,000
Budget estimate, 1983	725,000,000
House allowance	375,530,000
(By transfer)	(7,450,000)
Committee recommendation	725,000,000

Under the facilities and equipment appropriation, safety, capacity and efficiency of the Federal airway system are improved by the installation of new equipment and the construction and modernization of facilities to keep pace with aeronautical activity.

The bill includes $725,000,000 for the facilities and equipment of the Federal Aviation Administration. This is the same amount as the amended budget request. The recommended program breakdown follows:

	Fiscal year 1982 appropriation	Fiscal year 1983 amended budget estimate	Recommended in the bill
Air route traffic control centers	$47,776,100	$115,931,900	$115,931,900
Airport towers and terminal equipment	106,017,900	235,577,600	235,577,600
Flight service stations	43,909,100	115,805,100	115,805,100
Air navigation facilities	41,407,900	114,705,100	114,705,100
Aircraft and related equipment		86,353,600	86,353,600
Miscellaneous facilities	21,736,000	56,626,700	56,626,700
Total	260,847,000	725,000,000	725,000,000

The bill includes funds to replace airport tower and/or terminal radar approach control facilities at the following locations: Juneau, Alaska; Fayetteville, Ark.; Daytona Beach, Fla.; Kahului, Hawaii; Knoxville, Tenn.; and Appleton, Wis.

The Committee directs that an instrument landing system be immediately established at Devil's Lake, N. Dak. In addition, the Committee is aware of the fact that the Federal Aviation Administration has had continuing discussions with officials at the Bob Sikes Airport in Crestview, Fla. regarding the installation of an ILS or MLS system since 1977. The Committee expects the FAA to continue to monitor the situation at the Bob Sikes Airport carefully and to recommend instal-

lation of an ILS as soon as traffic at the airport meets the establishment criteria. The Committee also directs that the Federal Aviation Administration install a new instrument landing system (ILS) at runway 6 of the Chemung County Airport in Horseheads, N.Y.

Research, Engineering, and Development

(Airport and Airway Trust Fund)

Appropriations, 1982	$55,800,000
Budget estimate, 1983 [1]	133,500,000
House allowance	93,000,000
Committee recommendation	113,000,000

[1] Of this amount, $20,310,000 relates to "Facilities, engineering, and development" appropriated separately.

This appropriation finances from the trust fund the research, engineering, and development programs to improve the national air traffic control system and to increase its safety, productivity, and capacity. The programs are designed to meet the expected air traffic demands of the future and promote flight safety. The major objectives are to keep the current system operating safely and efficiently; to protect the environment; to modernize the system through improvements in facilities, equipment, techniques, and procedures in order to insure that the system will safely and efficiently handle the volume of aircraft traffic expected to materialize in the future.

The bill includes $113,000,000 for research, engineering, and development.

Included in the Committee's recommendation is $400,000 for the FAA, in conjunction with NASA, to study the correlation between stopping performance and runway friction measurements on wet and contaminated surfaces. This research will be aimed at determining if it is possible to predicate aircraft stopping performance on runway friction measurements using new technology friction measuring devices. The Committee believes that this test program could be greatly beneficial to safety in domestic and worldwide transport aircraft operations under a wide variety of conditions.

Grants-in-Aid for Airports (Liquidation of Contract Authorization)

(Airport and Airway Trust Fund)

Appropriations, 1982	($471,000,000)
Budget estimate, 1983	(234,000,000)
House allowance	(234,000,000)
Committee recommendation	(234,000,000)

The Airport and Airway Development Act of 1970, as amended, authorizes a program of grants of funds to planning agencies for airport system planning, and to public agencies for airport master planning. It also authorizes a program of airport development grants to airport sponsors in the 50 States and territories.

The Committee has approved the full budget request of $234,000,000

in liquidating cash for grants-in-aid for airports. This is $237,000,000 less than the amount appropriated for fiscal year 1982, and the same as the House allowance.

GENERAL PROVISION

The bill also includes a limitation on obligations for airport development and planning grants which are financed under contract authority. The limitation recommended for fiscal year 1983 is $600,000,000. This is the same amount as the amended budget and is $150,000,000 more than the fiscal year 1982 level. It is also the same level that is included in authorizing legislation.

Within the obligation level recommended, the Committee directs that priority be given to grant applications involving the further development of the following airports: Bottineau Airport and Buddy Ranch Airport (Medora), North Dakota; Woodward Airport, Oklahoma; Fort Lauderdale-Hollywood International Airport, the Southwest Regional Airport at Fort Myers, the Sarasota-Bradenton Airport, Florida; the Rochester Monroe County Airport, N.Y.; Lambert International Airport, St. Louis; and LaGrande Airport in Oregon.

OPERATION AND MAINTENANCE, METROPOLITAN WASHINGTON AIRPORTS

Appropriations, 1982	$29,982,000
Budget estimate, 1983	31,955,000
House allowance	31,955,000
Committee recommendation	31,955,000

Metropolitan Washington Airports, originally known as the Bureau of National Capital Airports, operates and maintains Washington National and Dulles International Airports. This appropriation finances maintenance, operations, management, and capital investment costs for equipment and minor facility projects. The operation of these airports is conducted on a business basis with revenues collected from landing fees, concessions, and leases. These revenues are deposited into the general fund of the U.S. Treasury and direct appropriations are made to cover the operating costs and capital investment for both airports. Combined revenues are expected to be $45,237,000 in fiscal year 1983. The combined net operating profit for the airports is estimated to be $12,788,000, consisting of a profit of $12,798,000 at Washington National and a loss of $10,000 at Dulles International. After accounting for $6,140,000 in depreciation and interest expenses, the estimated net profit for the two airports will be $6,648,000.

The Committee recommends $31,955,000 for the operation and maintenance of the Metropolitan Washington Airports. This is the same amount as the budget request and the House allowance.

The Committee concurs with the House approval of the requested language permitting funds received from air carriers, concessionaires, and non-Federal tenants to be credited to this appropriation to cover utility and fuel cost in excess of $7,036,000. In so doing, the Committee does not intend this mechanism to be used to eliminate future budget requests and associated congressional review of all subsequent utility

and fuel costs increases. The Committee expects future budgets to include reasonable allowances to cover such cost increases.

Construction, Metropolitan Washington Airports

Appropriations, 1982	$26,700,000
Budget estimate, 1983	13,080,000
House allowance	11,080,000
Committee recommendation	11,080,000

This appropriation finances construction of major improvements and expansion of facilities at Washington National and Dulles International Airports. Projects are undertaken, whenever necessary, to insure the capacity of these airports to adequately, safely, and efficiently meet air travel needs of the public and to promote development of aviation activities in general.

The bill includes $11,080,000 to finance major improvements and expansions of facilities at the metropolitan Washington airports. This is the same as the House allowance and $2,000,000 less than the budget request.

Aircraft Purchase Loan Guarantee Program

(Limitation on New Loan Guarantees)

The aircraft purchase loan guarantee program was established pursuant to Public Law 85–304, as amended, which gave the Secretary of Transportation the authority to provide Government guarantee of private loans to certain air carriers for the purchase of modern aircraft and equipment when financing was not otherwise available on reasonable terms. This authority expired September 7, 1977, but on October 24, 1978, a new aircraft loan guarantee program was authorized (Public Law 95–504) for 5 years primarily to offset any deterioration of aviation service to small communities resulting from the Airline Deregulation Act of 1978. The primary objective of this program is to promote the development of local, feeder, and short-haul air transportation by providing Government guarantee of private loans to certain air carriers for the purchase of modern aircraft and equipment which are needed to increase efficiency of operations and to improve service.

The bill includes language limiting the authority for new Federal Government guarantees of private aircraft loans to any unused authority carried over from the $100,000,000 fiscal year 1982 limitation. Under existing law the aircraft loan guarantee program would expire on October 23, 1983. The Committee believes that the language recommended will assist in the orderly phase-out of this program.

The Committee shares the apprehension expressed by the House about the potential for loan defaults under this program. The Committee, therefore, is reiterating the language of the Airline Deregulation Act which requires findings by the Secretary that there is reasonable assurance of repayment as well as reasonable protection to the Government. As stated in past years, the Committee also believes that in determining the availability of alternative financing, FAA should realize

that the interest rate offered by the private capital market will, to a large degree, depend on the perceived risk of the particular loan in question. Therefore, FAA decisionmaking criteria should recognize that a "reasonable" interest rate for a particular loan will vary according to the risk class of the loan in question.

FEDERAL HIGHWAY ADMINISTRATION

Summary of Fiscal Year 1983 Program

The principal missions of the Federal Highway Administration are: administration, in cooperation with the States, of the Federal-aid highway construction program, including the interstate, primary, bridge, secondary, and urban programs; regulation and enforcement of Federal requirements relating to the safety of operation and equipment of commercial motor carriers engaged in interstate or foreign commerce; governing the safety in movement over the Nation's highways of dangerous cargoes such as explosives, flammables, and other hazardous materials; and provision of assistance under the Appalachian Region Development Act of 1965, as amended, for construction of a development highway system serving the Appalachian region.

Under the Committee recommendation a total program level of $8,499,582,000 would be provided for the activities of the Federal Highway Administration for fiscal year 1983. This is $628,277,000 more than the budget estimate, $24,395,000 less than the House allowance, and $87,829,000 more than the amounts provided for similar activities for fiscal year 1982.

The following table summarizes the fiscal year 1982 program levels, the fiscal year 1983 budget estimates and the Committee's recommendations:

[In thousands of dollars]

Program	Fiscal year 1982 program level	Fiscal year 1983 budget estimate	Recommended in the House bill	Committee recommendations
Limitation of operating expenses	(192,440)	(191,562)	(188,500)	(191,562)
Motor carrier safety	12,893	12,705	[5] 12,600	[5] 12,705
Highway safety research and development	[1] 6,360	8,600	[6] 8,000	[6] 8,000
Highway-related safety grants	[3] 10,000	([4])	[7] 377	[7] 377
Federal-aid highways	[2 3] 8,000,000	[3] 7,700,000	[3] 8,000,000	[3] 8,100,000
Interstate transfer grants—Highways	288,000	150,000	500,000	375,000
Other highway programs	94,500	.....	3,000	3,500
Total	8,411,753	7,871,305	8,523,977	8,499,582

[1] Includes $1,500,000 derived by transfer.
[2] Excludes $19,000,000 in new contract authority which is included under other highway programs.
[3] Contract authority obligation ceiling.
[4] Rescission of existing contract authority proposed.
[5] Includes $1,000,000 derived by transfer.
[6] Includes $300,000 derived by transfer.
[7] Contract authority obligation ceiling less rescission.

(Limitation on General Operating Expenses)

Limitation, 1982	($192,440,000)
Budget estimate, 1983	(191,562,000)
House allowance	(188,500,000)
Committee recommendation	(191,562,000)

The limitation on general operating expenses provides for virtually all the salaries, expenses, and research and development programs of the Federal Highway Administration.

The Committee recommends that a limitation of $191,562,000 be provided for salaries and expenses of the Federal Highway Administration. This amount is the same as that requested in the budget, $3,062,000 more than that recommended by the House, and $878,000 less than the level provided for fiscal year 1982.

A total of 2,753 positions is provided for under the limitation. This is 30 positions less than the fiscal year 1982 level and 21 positions below the budget estimate. The positions not approved are related to the proposed transfer of the Appalachian highways program. The Committee does not expect this transfer to be authorized during fiscal year 1983. The Committee does not concur in the distribution provided by the House. The Committee directs that, of the funds included in this limitation, $5,000,000 be used for development and implementation of a rural transportation assistance program. The sum of $5,000,000 was provided for this program in fiscal year 1982 for the first time and it is the Committee's belief that the program should be developed further. It is directed that the Department develop a program and implementation schedule setting forth the special needs of rural transportation and identifying how this program can help meet these needs. A report on this program should be made available to the Appropriations Committees no later than December 15, 1982.

Motor Carrier Safety

Appropriations, 1982	$12,893,000
Budget estimate, 1983	12,705,000
House allowance	11,600,000
(By transfer)	(1,000,000)
Committee recommendation	11,705,000
(By transfer)	(1,000,000)

The motor carrier safety mission is to protect the public from risks inherent in commercial truck and bus transportation by highway. The program involves Federal safety inspection and law enforcement over the highway operations of commercial interstate carriers.

The bill includes a total of $12,705,000 for motor carrier safety, of which $1,000,000 is derived by transfer. This is the same as the budget request and $105,000 more than the House allowance.

The Committee endorses the proposed distribution in this account as proposed in the budget. The emphasis on the safe transportation of hazardous materials is fully supported by the Committee. In addition, the Committee concurs with the House in directing the FHWA to present to Congress a program of implemention of the successful discoveries made through the State demonstration program.

Highway Safety Research and Development

Appropriations, 1982	$4,860,000
(By transfer)	(1,500,000)
Budget estimate, 1983	8,600,000
House allowance	7,700,000
(By transfer)	(300,000)
Committee recommendation	7,700,000
(By transfer)	(300,000)

This activity seeks to identify, correct, and evaluate those critical elements that contribute to loss of life, disabling injuries, and property damage on American highways. The emphasis of research is to provide workable and timely solutions to a set of critical safety problems. Major projects involve improved traffic barriers, construction zone safety, traffic and pedestrian safety and rural highway safety improvements.

The Committee recommends $8,000,000 for highway safety research and development. This is $600,000 less than the budget request and the same as the House allowance. Of the sums recommended, $300,000 shall be derived by transfer.

Highway Beautification

Appropriations, 1982	$500,000
Budget estimate, 1983	.....
House allowance	.....
Committee recommendation	500,000

The Committee recommends $500,000 for highway beautification, which is the same as the fiscal 1982 level.

HIGHWAY-RELATED SAFETY GRANTS (TRUST FUND—APPROPRIATION TO LIQUIDATE CONTRACT AUTHORIZATION)

Appropriations, 1982	($23,300,000)
Budget estimate, 1983	(22,998,000)
Rescission of contract authority	−10,000,000
House allowance	(22,998,000)
Rescission of contract authority	−9,623,000
Committee recommendation	(22,998,000)
Rescission of contract authority	−9,623,000

Section 402 of title 23, United States Code, authorizes funds to assist States and localities in implementing highway safety programs in accordance with uniform standards established by the Secretary. Most of the activities carried out under the FHWA standards involve development and implementation of systems, procedures, manuals, et cetera, to assist highway agencies in the orderly planning and implementation of safety improvements on highway facilities.

The Committee recommends $22,998,000 for liquidation of contract authority for highway-related safety grants. This is the same amount as the budget request and the House allowance. The bill also retains the House language continuing the limitation on obligations for this program at $10,000,000.

The Committee concurs with the House in disapproving the $10,000,000 rescission proposed in the budget and concurs in the rescission of $9,623,000 in contract authority as proposed by the House.

RAILROAD-HIGHWAY CROSSINGS DEMONSTRATION PROJECTS

Appropriations, 1982	$17,335,000
Budget estimate, 1983	.....
House allowance	.....
Committee recommendation	.....

The railroad highway crossings demonstration projects are authorized by the Federal-Aid Highway Act of 1970, the Federal-Aid Highway Act of 1973, as amended, and title III of the National Mass Transportation Assistance Act of 1974.

The Committee does not concur in the instructions provided by the House regarding transfer of funds from the Wheeling, W. Va., project to the one in Hammond, Ind. Instead, the Committee endorses the existing distribution of funds which resulted from appropriations made available in the fiscal year 1982 and prior year's bills.

Though it is true that a substantial amount of money technically remains unobligated, it is also the case that there is not one dollar which remains unallocated. To redistribute the allocation at this time would be to take funds from cities and States which have already budgeted for these projects and, in some cases, let contracts based on the allocations already provided by FHWA.

The Committee notes that Hammond is not the only project which may come in over-budget by the completion of the project. It is the Committee's belief that a significant Federal investment has already been made in these projects and that any additional funds should be

provided by the areas receiving the specific benefits—the respective State or local jurisdictions.

TERRITORIAL HIGHWAYS

Appropriations, 1982	$3,000,000
Budget estimate, 1983	.....
House allowance	3,000,000
Committee recommendation	3,000,000

The territorial highways program is used to fund highway projects in Guam, American Samoa, the Virgin Islands, and the Northern Mariana Islands.

The Committee concurs with the House in recommending that this program be funded at $3,000,000, the same level of funding provided in fiscal year 1982. This amount is $3,000,000 above the budget request.

FEDERAL-AID HIGHWAYS (TRUST FUND—APPROPRIATION TO LIQUIDATE CONTRACT AUTHORIZATION)

Appropriations, 1982	($8,000,000,000)
Contract authority	19,000,000
Budget estimate, 1983	(8,200,000,000)
House allowance	(8,200,000,000)
Committee recommendation	(8,200,000,000)

This activity comprises the majority of all federally-aided programs through which the States are financially and technically aided to continue a national highway system that meets the transportation needs of the Nation in terms of capacity and safety.

All programs included within the Federal-aid account are financed from the highway trust fund. Authorizations in the form of contract authority are enacted in substantive legislation. These authorizations are apportioned and/or allocated to the States and generally remain available for obligation over a 4-year period. Liquidating cash appropriations are subsequently requested to fund outlays resulting from obligations incurred under contract authority.

The Committee recommends a liquidating cash appropriation of $8,200,000,000 for the Federal-aid highway program, which is the same as the budget request and the House allowance.

OBLIGATION CEILING

The accompanying bill also includes a general provision (section 310) limiting to $8,100,000,000 the obligations which can be incurred under this program during fiscal year 1983. The limitation recommended would provide the Federal-aid highway program with an increase of $100,000,000 over the level contained in the Department of Transportation and Related Agencies Appropriations Act, 1982. This recommendation supports the Committee's belief that this country's transportation infrastructure requires immediate and substantial attention. Obligations for emergency relief and certain bridges would be exempt from the limitation.

This is $100,000,000 more than the limitation proposed by the House and $400,000,000 more than the budget request.

The Committee does not concur with the House's proposed changes to subsection (b) which would require the calculation of shares of the obligation limitation to be based on apportioned shares and allocations of discretionary funds.

Under subsection (c) total first quarter obligations would be restricted to 25 percent of the total amount allocated to all States and first quarter obligations in any one State would be restricted to 35 percent of the total amount distributed to that State. Subsection (d) provides that sufficient authority be provided to prevent lapses, and that amounts authorized for administrative expenses and forest highways shall not be distributed. The Committee does not concur with the inclusion of discretionary funds in subsection (d)(1) nor does the Committee concur with language in subsection (d)(2) which gives priority to those States having large unobligated balances apportioned under section 104 of title 23, United States Code.

It is the Committee's position that the proposed 12 mile trailway adjacent to the New York State Barge Canal between Long Pond Road and Clover Street in Monroe County, N.Y. is an integral and essential component in the completion of I-590 (the Rochester outer loop) and should be financed from the funds authorized and apportioned to the State of New York for the completion of the Interstate System. The construction of this trailway was required as part of the agreement enabling the construction of the highway and was needed to mitigate environmental impacts of I-590 through the Genessee Valley Park. The trail is an essential environmental requirement of the highway portion of the project which has already been completed.

DISCRETIONARY BRIDGE FUNDING

The Committee believes that consideration should be given to allocating fiscal year 1983 discretionary bridge rehabilitation and replacement fund to the Alsea Bay Bridge in Waldport, Oreg.; the Fort Bayou Bridge in Jackson County, Miss; the Monongahela and Charleroi-Monessen Bridges in the Monongahela Valley, Pa.; the Highway 40 bridge project between St. Charles and St. Louis Counties in Missouri; the Sidney C. Lewis Bridge in Dover, Tenn.; the Dodge Island Bridge, Green Bridge in Manatee County, and the Apalachicola Bay Bridge in Franklin County, Fla.; the Clairton-Glasport, Rochester-Monaca, and Minsi-Trail Bridges in Pennsylvania; the Williamsburg Bridge in New York; and the Weirton-Steubenville and East Huntington Bridges in West Virginia.

The Committee is aware of the considerable success that several State highway departments have had with concrete segmentally designed bridges. These bridges are consistently saving more than 10 percent in construction cost and are being built in two-thirds the time required for conventional designs. The Committee, therefore, directs that the Department encourage greater consideration of concrete segmentally designed bridges by requiring alternative bridge designs to be made when Federal funding is involved. The Committee further directs the Department to encourage the selection of the appropriate bridge design to be based both on initial cost and on the life cycle costs.

A critical saturation has occurred in traffic utilizing the bridges crossing the Mississippi River at St. Louis. The Martin Luther King Bridge in St. Louis has been cited by FHWA studies as being the best candidate for renovation, and steps are being taken by local officials to make the bridge eligible for Federal bridge replacement and discretionary funds. The Committee urges the Department to provide $1,000,000 to begin critical structural design and engineering, contingent upon enactment of authorizing legislation and upon satisfaction of any conditions in that legislation and the States of Missouri and Illinois completing takeover action and relieving the bridge of existing tolls.

GENERAL PROVISIONS

The Committee has striken the House bill language which would allow the Dodge Island Bridge in the State of Florida to be considered outside the Federal Highway Administration's obligation limitation.

Section 321 of the bill provides that funds under the 1956 Highway Act may not be apportioned to a State with a vehicle width limitation other than 102 inches on any segment of the national system of interstate and defense highways, or any other qualifying Federal-aid highways as designated by the Secretary of Transportation, with traffic lanes designed to be a width of 12 feet or more.

In order to allow States a reasonable period of time to progress through their legislative cycle, the bill provides that no State will suffer a penalty loss of funds under this section until October 1, 1983. The bill also clarifies that safety devices, such as mirrors, can extend beyond 102 inches, and that the current practice of giving special use permits to trucks that exceed the general width requirement (for example, construction equipment, boats, prefabricated homes, et cetera) may continue. It is also the Committee's intent that any existing "grandfather rights" under title 23, section 127, which pertain to vehicle width configuration, be eliminated.

For the past 25 years, since the passage of the Federal-Aid Highway Act of 1956, the Federal Government has been involved in the regulation of truck size limits on the Interstate System. The genesis of the present 96-inch vehicle width evolved from an old railroad standard wherein the typical inside width dimension of a boxcar was 96 inches. Given the standard 22 foot, two lane highways, that were predominate prior to the massive highway construction activity that started in the 1950's; a 96-inch vehicle width appeared reasonable. Thus, the Federal-Aid Highway Act of 1956 froze the vehicle width standard at 96 inches.

Twenty-two States currently allow some relief from the 96-inch restriction, generally on a case-by-case basis. As a practical matter, the noncontiguity of the permissive States and the disparate State regulations are an absolute barrier to the unimpeded flow of interstate commerce in trailers that exceed 96 inches in width.

It must be noted, however, that since 1976 buses have been allowed to operate with widths of 102 inches on the national interstate system and other qualifying federally-aided highways.

With outside truck dimensions limited to 96 inches, the inside dimensions of a dry van trailer preclude the economical loading of any product that has any physical dimensions in multiples of the standard 4-foot pallet. Forest products, for example, are predominately produced in units measuring 4 by 8 feet, and as a consequence virtually all truck transportation of wood products must be accommodated on flatbed trailers. This results in substantial diseconomies and inefficiencies. Within the Pacific Northwest, the transportation flow is positive outbound, as more products are shipped outbound than are received inbound. It therefore follows that there is an equipment shortfall of terminated empty trailers for outbound shipments. This equipment shortfall can only be satisfied by transporting empty trailers from another area to satisfy this outbound shipping demand. When consideration is given that dry van trailers transport mostly consumer items such as foodstuffs, soft goods, appliances, and durable items, and flatbed trailers transport mostly industrial products such as machinery, piping construction equipment, and building materials, it becomes obvious that there exists a paradox: dry van trailers terminating within the Pacific Northwest must be transported empty (usually into California), to secure another load, whereas, flatbed trailers must be transported empty to the Pacific Northwest to satisfy the truck shipping demands of the forest products industry. The situation is similar for steel, construction equipment, and so forth.

The economic waste of productive capacity and unnecessary fuel consumption as a consequence of the 96-inch trailer restriction is enormous. For each truck and trailer that is driven 6 miles empty, the consumers pay about $5 in unneeded expense and 1 gallon of fuel is wasted. Knowledgeable estimates place empty truck miles driven at 25 percent of total miles traveled. Exempting local intracity truck transportation, regulated and nonregulated intercity truck transportation represents a national freight expenditure estimated at $75 billion during 1980. If only 20 percent of the empty miles could be eliminated by increasing the 96-inch trailer restriction to 102 inches, the economy would benefit by $3,750,000,000.

There is no evidence to suggest that a 102-inch trailer is inherently unsafe on highways that have single lane widths of 12 feet or more. Contrarily, independent studies suggest that an additional 6 inches of trailer width provides more latitudinal stability, better ride quality for driver and lading, and a lower center of gravity. All Canadian Provinces allow 102-inch width trailers. There is virtually the same clearance when two 102-inch width trailers meet on a 24-foot, two-lane highway as exists today when two 96-inch width trailers meet on an old style 22-foot, two-lane highway.[1] Only 5 percent of the intercity highway system now has a single lane width of less than 12 feet, and 83 percent of all truck miles driven are on federally-funded highways, primarily the Interstate System.

In summary, current 96-inch trailer restrictions are archaic, artificial, and economically unjustified. Productivity improvements in terms of

[1]Clearance for 96-inch width on a 22-foot wide highway is 3 feet 9.5 inches. Clearance for 102-inch width on a 24-foot highway is 3 feet 8 and one-third inches.

billions of dollars saved and millions of gallons of fuel conserved can be realized; improvement of truck equipment supply would be enhanced nationally; there is no evidence that 102-inch trailers are unsafe; 22 States now allow some permitted, overwidth loadings and/or trailers; and permissive State standards destroy uniformity and are dysfunctional.

Sections 321 and 322 in the House bill relate to certain projects in Indiana with which the Committee does not concur.

INTERSTATE TRANSFER GRANTS—HIGHWAYS

Appropriations, 1982	$288,000,000
Budget estimate, 1983	150,000,000
House allowance	500,000,000
Committee recommendation	375,000,000

This activity provides funding of highways substituted for Interstate System segments withdrawn from the system under 23 U.S.C. 103(e)(4). After the joint request by a State Governor and the local governments concerned, the Secretary may withdraw (from the Interstate System) interstate highway segments which pass through or connect urbanized areas within the State determined not to be essential to a unified Interstate System. The value of a withdrawn segment, adjusted for inflation, establishes an authorization against which Congress may appropriate funds.

The Committee recommends that $375,000,000 be appropriated for the interstate transfer grant program for highway projects. This amount is $225,000,000 more than that requested in the budget and $125,000,000 less than that recommended by the House.

It is the Committee's belief that this program represents a Federal commitment owed the local jurisdictions which have withdrawn interstate segments and that funding of this program can contribute substantially to the reinvestment in the transportation system needed to improve its efficiency.

The Committee believes that this level of funding is required to make a meaningful reduction in the large balance of unobligated funding authority under this program. As of December 31, 1981, the balance for substitute highway and transit projects totaled $5,693,587,993, an increase of $280,043,565 above the balance at the end of calendar year 1980. This balance remains allocated to the following metropolitan areas:

INTERSTATE TRANSFERS 103(e)(4) AS OF DECEMBER 31, 1981[1]

State	Base costs[2]	Net amounts remaining after deductions obligations	Obligations to Dec. 31, 1981		Total amounts made available[3]
			Mass transit	Highway	
Massachusetts	$603,216,900	$290,527,755	$1,113,406,191		$1,403,933,946
Pennsylvania (Philadelphia)	230,139,000	110,465,678	336,942,228	$20,000,000	467,407,906
D.C. urbanized area (D.C., Md., and Va.)	1,351,555,600	249,925,926	1,826,280,583	19,822,361	2,096,028,870
Connecticut (Hartford)	189,373,500	384,031,444	7,582,268	27,444,667	419,058,379
Oregon (Portland)	244,070,898	350,132,155	32,035,344	92,879,462	475,046,961
Arizona	29,163,101	56,973,695	1,133,883	6,739,402	64,846,960
Oregon (Salem)	32,488,773	36,329,757		17,748,411	54,078,168
Illinois	1,464,370,200	1,966,010,014	80,104,255	364,874,898	2,410,989,167
Colorado	153,229,348	185,417,975	18,419,993	46,868,764	250,706,732
New York (Albany)	35,178,300	42,488,923	5,194,996	10,310,250	57,994,169
Minnesota (Minneapolis-St. Paul)	71,163,900	90,758,086	1,999,999	22,614,962	115,373,047
New York (N.Y. City)	118,679,400	155,124,287	66,000,035	45,172,449	266,296,771
New Jersey (N.Y. City metro area)	108,716,400	124,557,997	47,210,122	2,700,000	174,468,119
Ohio	147,860,100	219,050,221		27,169,750	246,219,971
Pennsylvania (Pittsburgh)	39,549,600	61,517,319		425,000	61,942,319
Nebraska	47,022,300	51,762,122	1,999,999	20,735,290	74,497,411
California (Sacramento)	57,737,509	89,921,489	500,000		90,421,489
Connecticut (Hartford-New Britain)	81,309,600	122,076,607		5,196,560	127,273,167
New Jersey (Philadelphia metro area)	71,336,700	111,717,261			111,717,261
California (San Francisco)	54,262,208	84,205,911	750,000		84,955,911
Tennessee	171,629,100	266,188,772	2,599,980		268,788,752
Minnesota (Duluth)	44,672,400	69,959,403			69,959,403
Indiana	52,558,200	82,308,948			82,308,948
Maryland	129,482,100	195,903,618	6,872,263		202,775,881
Iowa	189,158,400	296,232,630			296,232,630
Total	5,717,923,537	5,693,587,993	3,549,032,139	730,702,226	9,973,322,358

[1] All costs are in Federal funds.

[2] The "base costs" column represents the costs of the withdrawn routes as they were reported in the estimate applicable to the specific action.

[3] The "amounts made available" column represents the base costs adjusted to December 31, 1981, and includes obligations incurred prior to that date on 103(e)(4) substitute projects.

It is estimated by the Federal Highway Administration that an additional $4,500,000,000 (State plus Federal) in Interstate System withdrawals is anticipated before the September 1983, deadline. The Committee believes the Federal Government has a "good faith" commitment to fund substitute interstate projects within a reasonable timeframe and is recommending additional funds in an attempt to fulfill that commitment.

The Committee directs that the $375,000,000 recommended in the bill be allocated as follows:

	House	Senate
Pennsylvania	$34,800,000	$32,500,000
Washington, D.C.	18,000,000	30,000,000
Hartford-New Britain	40,000,000	40,000,000
Oregon	60,000,000	60,000,000
Tucson	12,600,000	12,000,000
Northeast Illinois	150,000,000	51,000,000
Denver	25,000,000	15,000,000
New York State	18,000,000	18,000,000
Minneapolis	8,500,000	8,500,000
Twin Cities, Minn	11,000,000	11,000,000
New Jersey	40,000,000	25,000,000
Cleveland	25,000,000	10,000,000
Omaha	8,000,000	12,000,000
Memphis	18,400,000	18,000,000
Duluth-Superior	13,000,000	13,000,000
Baltimore	9,000,000	10,000,000
Indianapolis	5,700,000	5,000,000
Iowa	3,000,000	4,000,000
Total	500,000,000	375,000,000

If project delays necessitate adjustments to these allocations, the Department shall submit formal reprograming requests.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Summary of Fiscal Year 1983 Program

The National Highway Traffic Safety Administration was established as a separate organizational entity in the Department of Transportation in March 1970, to reduce the mounting number of deaths, injuries, and economic losses resulting from traffic accidents on the Nation's highways. Later activities were added for improving automotive fuel economy and to institute some consumer programs. The National Traffic and Motor Vehicle Safety Act provides for the establishment and enforcement of Federal safety standards for motor vehicles and associated equipment and research, including the operation of required testing facilities. The Motor Vehicle Information and Cost Savings Act initially provided for the establishment of low-speed collision bumper standards, consumer information activities, diagnostic inspection, and odometer regulations. The law was subsequently amended to incorporate responsibility for the administration of Federal automotive fuel economy standards. Under section 403 of title 23, United States Code, technical assistance is provided to the States in the conduct of their highway safety programs, and demonstration projects are conducted to show the effectiveness of new techniques and countermeasures to address highway safety problems.

The Committee recommends a total program level of $170,633,000 for the activities and programs of the National Highway Traffic Safety Administration for fiscal year 1983. This is $12,033,000 more than the budget request, and $633,000 more than the House allowance, and $3,233,000 more than the amount provided in fiscal year 1982.

The following table summarizes the Committee recommendations:

[In thousands of dollars]

Program	Fiscal year 1982 program level	Fiscal year 1983 budget estimate	Recommended in the House bill	Committee recommendations
Rulemaking	5,985	6,073	5,000	5,985
Enforcement	9,705	10,171	9,800	9,800
Highway safety programs	10,515	9,722	8,900	9,722
Research and analysis	35,435	38,443	31,300	35,435
General administration	13,260	17,191	15,000	17,191
State and community highway safety grants	[1]92,500	[1]77,000	[1]100,000	[1]92,500
Total	167,400	158,600	170,000	170,633

[1]Contract authority obligation ceiling.

Operations and Research

Appropriations, 1982	$74,900,000
Budget estimate, 1983	81,600,000
House allowance	70,000,000
Committee recommendation	78,133,000

The bill includes an appropriation of $78,133,000 for operations and research, which is $3,467,000 less than the budget request and $8,133,000 more than the House allowance.

The amount appropriated is to be distributed as follows:

[In thousands of dollars]

Program	Fiscal year 1981 program level	Budget estimate	House allowance	Committee recommendations
Rulemaking	5,985	6,073	5,000	5,985
Enforcement	9,705	10,171	9,800	9,800
Highway safety	10,515	9,722	8,900	9,722
Research and analysis	35,435	38,443	31,300	35,435
General administration	13,260	17,191	15,000	17,191
Total	74,900	81,600	70,000	78,133

The Committee concurs with the House in expressing concern over new vehicle mixes, smaller cars, and other changes which may cause new problems for the 1980's regarding traffic safety. The Committee has, therefore, attempted in most cases to keep funding levels at or above the fiscal year 1982 levels.

The Committee does not concur with the distribution of highway safety program and research analysis funds provided by the House. The Committee believes that such nickel-and-dime earmarkings are too restrictive of necessary management flexibility and should be reserved for only the most unusual circumstances. Thus the Committee does not concur in these earmarkings at this time, but does encourage NHTSA to be fully responsive to congressional priorities.

Due to the differences between those funding levels recommended by the Committee and those proposed by the budget request, some adjustments will necessarily have to be made in the program levels as proposed in the budget. The Committee directs the Department to spend the funds provided in a way which parallels the budget proposal whenever possible.

It is the Committee's specific intent that the budget request of $850,000 for public education on restraint usage be included as proposed in the budget. In addition, the alcohol, public education, and countermeasure technology transfer/demonstration accounts should similarly be funded at their respective levels as proposed in the budget, including the budget request distributions.

The Committee does not concur with earmarking $2,000,000 of the research funds available for the Transportation Systems Center in Massachusetts.

The Committee concurs with the House and budget request of maintaining the National Driver Register at its current $1,000,000 level, retaining its current batch mail mode of operation.

The NHTSA shall use funds appropriated by this legislation to implement the automatic crash protection requirement of FMVSS 208 as expeditiously as possible.

State and Community Highway Safety

(Liquidation of Contract Authority)

Appropriations, 1982	($150,200,000)
Budget estimate, 1983	(103,552,000)
House allowance	(103,552,000)
Committee recommendation	(103,552,000)

Under the State and community highway safety program, Federal grants are provided to the States to assist in the establishment and improvement of highway safety programs designed to reduce traffic deaths and injuries. Grants are apportioned to the States on the basis of population (75 percent), and public road mileage (25 percent). The program requires that the States match 25 percent of the Federal contribution with their own funds. Activities are centered predominantly on efforts that will control the drinking driver; increase the intensity of traffic law enforcement; improve the quality of emergency medical services; implement programs to increase seat belt usage; and improve the collection and analysis of traffic accident data.

The Committee recommends an appropriation for liquidation of contract authorization of $103,552,000 for State and community highway safety programs, which is the same amount as the budget request and the House allowance.

The bill also includes a general provision (section 304) which limits the obligations to be incurred under this program. For fiscal year 1983, the Committee recommends a limitation of $92,500,000, which is $15,500,000 more than the amount requested in the budget, the same as the fiscal 1982 level, and $7,500,000 less than that recommended by the

House. However, the Committee does not necessarily concur with the estimated allocation of these funds as set forth by the House. The Department is directed to retrench and recover any funds which may have gone out to the States in excess of the fiscal 1983 limitation provided. Section 304 also prohibits the use of State and community highway safety funds for construction, rehabilitation or remodeling costs for office furnishings and fixtures for State, local, or private buildings and structures.

FEDERAL RAILROAD ADMINISTRATION

Summary of Fiscal Year 1983 Program

The Federal Railroad Administration became an operating administration within the Department of Transportation on April 1, 1967. It incorporated the Bureau of Railroad Safety from the Interstate Commerce Commission, the Office of High Speed Ground Transportation from the Department of Commerce, and the Alaska Railroad from the Department of the Interior. The Federal Railroad Administration is responsible for planning, developing, and administering programs to achieve safe operating and mechanical practices in the railroad industry. Grants to the National Railroad Passenger Corporation (Amtrak) and other financial assistance programs to rehabilitate and improve the railroad industry's physical plant are also administered by this administration.

The Committee recommends a total program level of $1,099,491,000 for the activities of the Federal Railroad Administration for fiscal year 1983. This is $192,916,000 more than the budget request, $248,097,000 less than the amount provided for fiscal year 1982, and $18,097,000 more than the House allowance.

The following table summarizes the Committee recommendations:

[In thousands of dollars]

Program	Fiscal year 1982 program level	Fiscal year 1983 budget estimate	Recommended in the House bill	Committee recommendations
Office of the Administrator	7,222	15,600	12,322	15,241
Railroad safety	24,176	29,300	23,232	26,000
Railroad research and development	30,000	20,000	17,000	20,000
Rail service assistance	14,500	31,675	30,840	31,675
Rail labor assistance	25,000			

[In thousands of dollars]

Program	Fiscal year 1982 program level	Fiscal year 1983 budget estimate	Recommended in the House bill	Committee recommendations
Conrail work force reduction and labor assistance	[1] 185,000	20,000	[1] 20,000	20,000
Northeast corridor improvement program	170,000	115,000	115,000	115,000
Grants to Amtrak	[2] 735,000	600,000	788,000	735,000
Commuter rail service	70,000	[1] 75,000	[1] 75,000	[1] 75,000
Payments to the Alaska Railroad	6,160			49,575
Redeemable preference shares	[3] 80,500			10,000
Total [4]	1,347,588	906,575	1,081,394	1,099,491

[1] Derived by transfer.
[2] Includes $166,000,000 advance appropriation from fiscal year 1981.
[3] $25,000,000 derived by transfer.
[4] Transfers included.

Office of the Administrator

Appropriations, 1982	$7,022,000
Budget estimate, 1983	15,600,000
House allowance	12,322,000
Committee recommendation	15,241,000

The Office of the Administrator provides support and guidance on critical issues concerning the railroad industry and the day-to-day operations of the Federal Railroad Administration. The appropriation includes two budget activities, executive direction and administration and policy support. Executive direction and administration includes the salaries and related expenses of the Immediate Office of the Administrator, Chief Counsel, Planning and Budget Development, Civil Rights, Public Affairs, the Immediate Office of the Associate Administrator for Administration, and the Offices of Personnel and Training, Management Systems, Procurement and Financial and Administrative Services. Policy support, which is aimed at resolving critical problems in the railroad industry, was formerly funded under the railroad research and development appropriation. It has been shifted to this account in fiscal year 1983.

The Committee recommends funding the Office of the Administrator at the amount recommended in the budget, $15,241,000. This is $2,919,000 more than that recommended by the House and reflects the level which the Committee believes is necessary to adequately direct and administer the Federal Railroad Administration. The increase over fiscal year 1982 largely reflects the additional $6,400,000 attributable to the transfer of the policy support function to this account. A reduction of $359,000 is recommended relative to freezing the standard level user charges payable to the General Services Administration at fiscal year 1982 levels.

Railroad Safety

Appropriations, 1982	$24,176,000
Budget estimate, 1983	29,300,000
House allowance	23,232,000
Committee recommendation	28,000,000

The Office of Safety develops, administers, and enforces programs designed to achieve safe operating and mechanical practices in the railroad industry. The major programs in the safety appropriation are: (1) Federal enforcement—field safety inspection operations; (2) automated track inspection—automated monitoring of track geometry and rail flaws; (3) safety regulation and program administration—overall coordination and direction of all safety efforts, including standards and procedures; and (4) the grants-in-aid for railroad safety program—assistance to States, on a 50-percent cost sharing basis for State safety inspectors.

The Committee recommends a $29,900,000 program level for the railroad safety program. This is $600,000 more than the budget request and $4,668,000 more than that recommended by the House. The Committee assumed a $1,900,000 carryover identified by the Department and expects those funds to be put toward railroad safety activities.

These funds are intended to be distributed as follows:

	Fiscal year 1983 budget estimate	Recommended in the House bill	Committee recommendations
Federal enforcement (field inspectors)	$20,260,000	$20,260,000	$20,260,000
Permanent positions	(379)	(379)	(379)
Grants-in-aid for railroad safety			$2,400,000
Automated track inspection	$4,200,000	$1,000,000	$2,400,000
Regulation and administration	$4,840,000	$3,972,000	$4,840,000
Permanent positions	(66)	(64)	(66)
Total program level	$29,300,000	$25,232,000	$29,900,000
Carryover from fiscal year 1982		-$2,000,000	-$1,900,000
Total appropriation	$29,300,000	$23,232,000	$28,000,000

FEDERAL ENFORCEMENT PROGRAM

The "Federal enforcement" program provides for the salaries and related expenses for a force of Federal safety inspectors located throughout the United States. These inspectors investigate and inspect rail carriers' property and operating practices to determine compliance with Federal rail safety rules. They also conduct railroad accident investigations. The Committee recommends the budget request of $20,260,000 to support a field staff of 325 professional and 54 clerical support positions.

The Committee believes that an effective railroad safety program requires that sufficient travel funds be made available so that safety inspectors are not constrained from making field inspections. The conferees, therefore, expect the FRA to make sufficient funding available

within this appropriation to provide for at least 15 travel days per month for its railroad safety inspectors. The FRA is also directed to report immediately to the Appropriations Committees if this requirement in and of itself will ever cause a reduction in the number of railroad safety inspectors.

The Committee does not concur with the distribution of the additional 24 field inspector positions over the fiscal year 1982 levels as proposed by the House. Though the Committee will refrain from specific position redesignations from those presented in the budget, it nonetheless must emphasize its concern for the transportation of hazardous materials. The Committee is surprised to find that of 24 new positions, not one was proposed to be added to this important function and growing concern. The Committee was pleased to see an emphasis on track inspectors, but also strongly urges the Department to consider a redistribution with an additional emphasis on hazardous materials transportation.

GRANTS-IN-AID FOR RAILROAD SAFETY

The rail safety grants-in-aid were authorized by section 206 of the Federal Railroad Safety Act of 1970. The act provided for creation of what is essentially a Federal program to improve rail safety. To achieve this goal, the act relies upon a cooperative Federal-State partnership in which willing States implement federally-established rail safety standards.

The 1970 Rail Safety Act provides that in return for conducting comprehensive rail safety programs under the auspices of the Secretary of Transportation, States are to receive Federal funds of up to 50 percent of their programs' cost, subject to the Secretary's approval.

This provision of such financial assistance on a matching basis to State agencies reduces the need for a large Federal field staff and thereby permits Congress to implement its national rail safety program for less than it would otherwise cost the Department of Transportation to assume the entire financial burden.

The Committee recommends that $2,400,000 be appropriated for these grants. This amount is $2,400,000 above the budget request and the House recommendation.

The railroad safety grants-in-aid program has facilitated the funding of up to 140 inspectors in fiscal year 1982 at a shared cost with the States. It is the Committee's belief that these are funds well invested due to the shared cost with the States and that rail safety has been improved by this program.

AUTOMATED TRACK INSPECTION PROGRAM

The Committee recommends that $2,400,000 be appropriated for the automated track inspection program. This is $1,400,000 more than that proposed by the House and $1,800,000 less than the budget request. This level of funding provides the FRA more time to design and negotiate the future of this program but does force a resolution during the 1983 fiscal year.

SAFETY REGULATION AND ADMINISTRATION PROGRAM

The "Safety regulation and administration" account provides for the salaries and related expense of safety headquarters personnel. The Committee recommends $4,840,000 be appropriated for safety regulations and administration responsibilities. This is the same amount as that recommended in the budget request and $868,000 more than that recommended by the House.

RAILROAD RESEARCH AND DEVELOPMENT

Appropriations, 1982	$30,000,000
Budget estimate, 1983	20,000,000
House allowance	17,000,000
Committee recommendation	20,000,000

The Federal Railroad Administration's railroad research and development program plans and conducts research aimed at improving the safety of train operations. Research and development in the Federal Railroad Administration is performed under a single program, railroad technology research. This single program will address research in (1) equipment safety, (2) track safety, (3) dynamic analysis, (4) operating practices, and (5) safety testing. In past years, FRA also conducted technical research aimed at enhancing productivity in the rail industry. These projects have been largely phased out on the grounds that they should be funded by the railroad industry which is the primary beneficiary of such research.

The Committee recommends an appropriation of $20,000,000 for railroad research and development. This is the same as the budget request and $3,000,000 more than the House allowance.

Certain nonresearch costs which were carried in the fiscal year 1982 appropriation have been transferred to other accounts or to the private sector in fiscal year 1983. The following is a comparative summary of the Committee's recommendation:

[Dollar amounts in thousands]

	Fiscal year 1982 appropriation	Fiscal year 1983 budget estimate	Recommended in the House bill	Committee recommendations
Railroad technology research	$12,000	$20,000	$17,000	$20,000
Labor/management practices	$1,000	[1] ($1,000)	[1] ($1,000)	[1] ($1,000)
East St. Louis preliminary engineering	$5,000			
Test center operation and maintenance	$7,000	([2])	([2])	([2])
Policy support	$5,000	[3] ($6,400)	[3] ($5,000)	[3] ($6,400)
Total	$30,000	$20,000	$17,000	$20,000
Permanent positions	117	30	30	30

[1] Transferred to rail service assistance appropriation.
[2] Test center operations to be transferred to the private sector.
[3] Transferred to Office of the Administrator appropriation.

The following research areas will be funded in fiscal year 1983:

Equipment safety.—Develop concepts, performance specifications and operational guidelines to reduce the number and severity of railroad accidents through improvements in rolling stock, equipment and components.

Track safety.—Develop a better technical basis for improving Federal track safety standards.

Dynamic analysis.—Assess and improve the safety performance of existing and proposed freight vehicles.

Inspection technology.—Evaluate track inspection devices and rolling stock inspection concepts.

Operating practices.—Develop and implement countermeasures to reduce "human factor" causes of train accidents.

Safety testing.—Field test track systems and rolling stock hardware under simulated unit train operation in Pueblo, Colo.

Administration.—Salaries and expenses of 30 permanent positions.

The Committee does not concur in the distribution provided by the House in this account. The distribution of these funds to the various projects within this account should parallel the representations made by the administration in the budget request. The Committee particularly opposes the House's proposed reductions in the budget request for track safety and safety testing.

TRANSFER OF TRANSPORTATION TEST CENTER

The Committee also concurs with the House in approving the administration's request to delete funding for the operation and maintenance of the Transportation Test Center in Pueblo, Colo. The administration proposes to transfer responsibility for operation of the test center to the Association of American Railroads beginning in fiscal year 1983. The FRA is directed to submit the proposed final agreement between the FRA and the Association of American Railroads to the Committees on Appropriations for approval before that agreement is signed.

POLICY SUPPORT

The Committee concurs with the House in approving the budget request to transfer the "Policy support" activity from the railroad research and development appropriation to the Office of the Administrator appropriation.

FAST PROJECT

The facility for accelerated service testing (FAST) began operations in September 1976 and has focused its work on testing major experiments in track such as rail metallurgy, ballast, ties, fasteners, grade crossing signal systems, standard and improved trucks, and several types of wheels and bearings. Phase two of the FAST project is being designed and two of the considerations for the future program include lower or higher car weights and an all-steerable (radial) truck consist.

The Committee directs FRA to present to the Appropriations Committees its final recommendations regarding phase two of the FAST project before funds are obligated for this phase.

RAIL SERVICE ASSISTANCE

Appropriations, 1982	$14,500,000
Budget estimate, 1983	31,675,000
House allowance	30,840,000
Committee recommendation	31,675,000

The rail service assistance appropriation stimulates and promotes necessary rail services. The major programs in rail service assistance are: (1) local rail service—provides financial assistance to the States for rail planning; (2) administration and special projects—includes the salaries and related expenses for administering FRA's assistance programs; and (3) Washington Union Station—repair and rental or purchase of the historic building.

The bill includes a total of $31,675,000 for rail service assistance, which is $835,000 more than the House allowance and the same as the budget request. These funds are intended to be distributed as follows:

	Fiscal year 1983 budget request	Recommended in the House bill	Committee recommendations
Local rail service assistance	$20,000,000	$20,000,000	$20,000,000
Washington Union Station	$3,825,000	$3,825,000	$3,825,000
Minority business resource center	([1])	([1])	([1])
Administration and special projects	$7,850,000	$7,015,000	$7,850,000
Total direct appropriation	$31,675,000	$30,840,000	$31,675,000
Permanent positions	(57)	(57)	(57)

[1]Transferred to the Office of the Secretary.

LOCAL RAIL SERVICE ASSISTANCE PROGRAM

Title IV of the Regional Rail Reorganization Act of 1973 established the local rail service assistance program to provide States in the Northeast and Midwest with a temporary means to retain rail service over

about 7,000 miles of light density rail lines that were abandoned in the process of forming Conrail. Following a series of legislative changes, the program now not only provides operating subsidies for abandoned lines in the Northeast and Midwest but also constitutes a national program concentrating on track rehabilitation projects associated with nonabandoned lines. The Federal/State matching share is 70/30 percent.

Of the amount provided for local rail service assistance, not less than $750,000 shall first be available exclusively for the State of Mississippi.

WASHINGTON UNION STATION

The Union Station Redevelopment Act of 1981 authorizes the transfer of Washington Union Station from the Department of the Interior to the Department of Transportation. The $3,825,000 provided in fiscal year 1983 will be used for the rental or purchase and maintenance of that facility.

The Committee, in concurrence with the House, directs the Federal Railroad Administration to forward to the Appropriations Committees copies of the engineering and marketing survey financed in past bills. In addition, the bill contains language which would prohibit the Department of Transportation from selling or transferring responsibility for the title or lease of any Union Station property without the prior approval of the Committees on Appropriations.

ADMINISTRATION AND SPECIAL PROJECTS

The "Administration and special projects" program provides for the salaries and related expenses which support the programs in the rail service assistance account as well as in the railroad rehabilitation and improvement financing fund, grants to the National Railroad Passenger Corporation, and the Conrail labor protection program.

The Committee's recommendation is the same as that proposed by the budget.

SECTION 211 LOANS

The Committee has not included proposed bill language prohibiting the Secretary of Transportation from guaranteeing the refinancing of any outstanding sections 211 (a) and (h) loans already made by the U.S. Railway Association to Conrail or connecting railroads. This issue should be decided by the authorizing committees.

CONRAIL LABOR ASSISTANCE

Appropriations, 1982 (by transfer)	($85,000,000)
Budget estimate, 1983	20,000,000
House allowance (by transfer)	(20,000,000)
Committee recommendation	20,000,000

Conrail labor assistance, as authorized by the Northeast Rail Service Act of 1981, provides protection to employees who are deprived of employment as a result of changes in the freight and passenger systems of Conrail. Employees may elect lump sum payment or daily subsistence

allowances. Benefits are also payable for moving expenses and new career training assistance.

The Committee recommends that $20,000,000 in new budget authority be appropriated for the section 701 Conrail labor protection program. Contrary to the House report, information provided the Committee indicates that the balances in the section 702 program may be used at a future point.

Northeast Corridor Improvement Program

Appropriations, 1982	$170,000,000
Budget estimate, 1983	115,000,000
House allowance	115,000,000
Committee recommendation	115,000,000

Title VII of the 4R Act of 1976, as amended, provides for the upgrading of the Northeast corridor between Boston, Mass., and Washington, D.C. The law requires upgrading of the corridor to facilitate the provision of safe, dependable, rail passenger service and faster trip times. Pursuant to amendments of the 4R Act in 1980, the major improvement work has been redirected toward the most heavily traveled segments of the corridor and emphasizes safety and reliability.

The Committee recommends that $115,000,000 be appropriated for the Northeast corridor improvement program for fiscal year 1983. This amount is the same as that requested in the budget and that recommended by the House.

The House report directed how these funds were to be expended. The Committee believes that those earmarkings will overly restrict necessary management flexibility and does not concur in them. The Committee does, however, point out its concern for the Knecht Avenue at-grade separation in Baltimore County, Md. The Committee directed in the fiscal year 1982 report that priority consideration be given to that crossing, yet that directive has not yet been implemented. The Committee, therefore, directs that top priority be given to completion of this at-grade separation in the fiscal year 1983 budget, and will closely monitor compliance with this directive.

The Committee is interested, however, in those provisions in H.R. 6308 authorizing expenditure of Northeast corridor funds for the rehabilitation of a rail line required to facilitate rail passenger service between Spuyten Duyvil on the Hudson line and the main line of the Northeast corridor, and the funds for the Amtrak rail passenger facility in Syracuse.

Grants to National Railroad Passenger Corporation (Amtrak)

Appropriations, 1982	[1]$569,000,000
Budget estimate, 1983	600,000,000
House allowance	788,000,000
Committee recommendation	735,000,000

[1] Excludes advance appropriation of $166,000,000.

The National Railroad Passenger Corporation (Amtrak) has been pro-

vided Federal assistance through the Department of Transportation since Amtrak's inception in May 1971, to support a national rail passenger system. This assistance has been in the form of grants for capital improvements, operating subsidies, cost sharing for intra-state rail services, and funds for labor protection costs associated with the discontinuance of rail passenger service.

The Committee recommends an appropriation of $735,000,000 for grants to the National Railroad Passenger Corporation (Amtrak). This amount is $135,000,000 more than the budget request and $53,000,000 less than the House allowance.

The Committee's recommendation assumes continuation of all routes operated in fiscal year 1982. Funding provided in the bill is the same as the fiscal year 1982 level. The need for fiscal restraint and the fact that Amtrak has, by law, had to cut costs in order to address falling revenues, makes it difficult to justify funding Amtrak above its fiscal year 1982 level.

FOOD AND BEVERAGE SERVICE

The Committee joins the House in recognizing the progress Amtrak has made to meet the legislative goal of reducing its food and beverage deficit by 50 percent in fiscal year 1982 and expects a continuing effort to eliminate the deficit in fiscal year 1983. Amtrak has responded to the Committee's concern over increasing food and beverage costs by modifying its food service, reducing its on-board crews, and establishing an inventory cost control system which will allow the development of a profit/loss statement for each train and enable Amtrak to pinpoint and resolve problems more quickly. These cost savings are reflected in Amtrak's food cost per passenger of $1.51, which compares favorably with the food cost per passenger reported by major air carriers of $3.94 during the first three quarters of 1981.

The Committee urges Amtrak to continue to explore the possibility of further innovations, including bakery and snack-type foods, to eliminate this deficit in fiscal year 1983, perhaps by attributing some percentage of transportation revenues to the food and beverage account. The Committee agrees that on-board food and beverage service is an integral and indispensable part of intercity rail passenger service, and it is clear that substantial revenues would be lost if this service were eliminated.

403b SERVICE AND OTHER ROUTES

The Committee is aware that Amtrak and the State of Florida have agreed to jointly fund new 403b service from Tampa to Miami with State funding for connecting bus service to Clearwater, St. Petersburg, Orlando, and shuttle service to Miami Beach hotels. The service is now planned to operate from November 20, 1982 to June 30, 1983, and may be extended if the Florida State Legislature appropriates funds for the State's share beyond that period of time. Included in the amounts recommended for Amtrak is the full Federal share needed to operate this new 403b service.

The Committee is also aware that Amtrak management is considering the discontinuance of train service between Tampa and St. Petersburg. The Committee intends that the existing rail passenger service between these two points continue until this Committee and the appropriate authorizing committees have approved any such discontinuance of service.

The Committee takes exception with the General Accounting Office's opinion dated September 14, 1982, and entitled "National Railroad Passenger Corporation (Amtrak): Permanency of Language in Appropriations Act." Amtrak is directed to continue operation of the Cardinal through fiscal year 1983.

HOOSIER STATE ROUTE

The Committee does not concur with the House's bill language requiring that, of the sums made available to Amtrak, $25,000,000 shall be used to rehabilitate the Conrail mainline between Indianapolis and Cincinnati up to 79 miles per hour standards. The Committee intends to review the directive in the fiscal year 1982 supplemental appropriations bill relative to the Hoosier State route when it meets with the House in conference.

In evaluating the performance of each alternative, Amtrak and DOT shall consider the cost of facilities and equipment employed in providing the service, along with all other relevant statutory criteria.

In the event that Amtrak and DOT jointly determine that one or more of the alternatives is financially feasible under all relevant criteria, Amtrak may make the investment necessary to initiate service over the most cost-effective alternative, using surplus funds from its fiscal year 1982 operating and capital appropriation.

CAPITAL LEASING

The Committee concurs with language proposed by the House which will allow Amtrak to make better use of its resources if it leases capital items over a multiyear period instead of buying them outright. The Committee does not intend the existing antideficiency provision to prevent Amtrak from undertaking capital leasing on a minor scale when it is clearly cost beneficial. Accordingly, the statutory language has been amended to permit Amtrak to use capital leases where, in its judgment, they will permit a better use of its resources. The Committee does intend that any capital lease transaction with unfunded out-year capital obligations in excess of $5,000,000 be cleared with the Committee in advance, and Amtrak has so agreed.

COMPETITION WITH THE PRIVATE SECTOR

The Committee's attention has been directed to questions which have arisen regarding Amtrak's accounting and costing procedures as they relate to the business diversification program. These questions have to do with the segregation of costing and the concern that no competitive advantage is obtained through the use of appropriated funds.

It is the Committee's intent that Amtrak, in competing with private industry in such areas as transit car rehabilitation, shall (1) completely segregate and fully account for all costs of any diversification venture, so as to assure that (2) financing for any diversification venture is entirely derived from sources other than Federal appropriations. To assure that such is the case, the Committee directs Amtrak to have each corporate diversification initiative examined by an independent auditing firm to confirm that Amtrak is acting in accord with the two above stated principles and to so confirm in writing to the appropriate committees of the Congress. The Committee will closely monitor Amtrak in this regard and, in possible conjuction with the General Accounting Office, ascertain whether Amtrak's policies and procedures are clearly delineated and its performance consistent with the Committee's intent. The business diversification program is an important element in maintaining quality rail passenger service, but Amtrak must—in fact and in appearance—compete fairly and on an equal basis with its competitors.

Commuter Rail Service

	Northeast	Chicago
Appropriations, 1982	$50,000,000	$20,000,000
Budget estimate, 1983		
(By transfer)	(75,000,000)	
House allowance		
(By transfer)	(60,000,000)	(15,000,000)
Committee recommendation		
(By transfer)	(75,000,000)	

Since its formation in 1976, Conrail has been operating commuter rail service in the Northeast for five commuter agencies – the Maryland Department of Transportation (Maryland DOT), the Southeastern Pennsylvania Transportation Authority (SEPTA), the New Jersey Transit Corporation (NJ Transit), the Metropolitan Transportation Authority in New York (MTA), and the Connecticut Department of Transportation (CDOT). Conrail operates service for MTA and CDOT in the New York and Connecticut area pursuant to contracts inherited from the Penn Central Railroad. Conrail operates service for NJ Transit, SEPTA, and Maryland DOT pursuant to standards promulgated by the Rail Services Planning Office of the Interstate Commerce Commission.

The Northeast Rail Service Act (NERSA) of 1981 relieved Conrail from operating commuter service effective January 1, 1983. Such commuter service could be operated either by the newly created Amtrak Commuter Services Corporation (renamed Northeast Commuter Services Corporation) or other commuter authorities.

An amendment to the budget requests $75,000,000 for the Northeast commuter agencies to be derived by transfer of unobligated balances of "Payments for purchase of Conrail securities." Eligible uses include such items as planning, labor consultant, and legal expenses to effect the transfer; current inventory purchases; capital expenditures for equipment; other transition expenses; and start-up costs of the Northeast Commuter Services Corporation.

In fiscal year 1982, $50,000,000 was appropriated for the purpose of facilitating the transfer of rail commuter services from Conrail to other operators, under a $50,000,000 authorization. This $50,000,000 authorization was an initial estimate of perceived transition assistance needs and has now proven to be inadequate to fund the transition. Discussions with all affected authorities have been ongoing since February, to determine their needs.

In addition, $20,000,000 was appropriated for capital and operating assistance to the Regional Transportation Authority in Chicago.

The transfer of $75,000,000 will provide a total level of $125,000,000 for transitional assistance for the Northeast commuter agencies and the Northeast Commuter Services Corporation.

The Committee does not concur with the House language earmarking funds for the various commuter agencies, as this is the subject of continuing negotiations, but does note with interest proposed funding levels for MTA/ConnDOT, SEPTA, and New Jersey Transit of $59,900,000, $51,800,000, and $33,000,000, respectively.

The Committee also joins in the House intention that the payment of any transition funding to an agency will be made specifically dependent upon the agency having met its obligations for continuation payments under the various contractual operations with respect to 1982, or having escrowed funds or otherwise assured that those payments will be made in 1983.

The commuter rail authorization was designed to meet transition needs and the Committee, therefore, recommends that none of these funds appropriated be used for Chicago's RTA. In regard to both operating and capital needs, RTA should compete with all other regions of the country through programs established in the UMTA to meet these needs.

Payments to the Alaska Railroad Revolving Fund

Appropriations, 1982	$6,160,000
Budget estimate, 1983	.....
House allowance	.....
Committee recommendation	49,575,000

The Alaska Railroad, extending 470 miles from Anchorage to Fairbanks, is operated by the Federal Government under the act of March 12, 1914. The major activity of the rail line operation program is transportation service; the principal supporting activities are maintenance of way, structures, and maintenance of equipment. To the extent possible, programs are financed by revenues earned from freight and passenger services and other incidental services. Appropriations to the Alaska Railroad are required to sustain the railroad's operating plant and facilities at a minimum level.

The Committee does not concur with the House in its assessment of the need for the State of Alaska to provide compensation for assuming responsibility for the Alaska Railroad.

The Committee is providing $49,575,000 for fiscal 1983 as the first installment in a 5-year $227,575,000 capital plan for the Alaska Rail-

road. These funds are necessary to insure the continued operation of the Alaska Railroad, which has been operated under substandard conditions due to inadequate Federal appropriations during the last 10 years. Because of the extreme financial difficulties faced by the Alaska Railroad during the last 10 years, the Railroad has been forced to consume capital to supplement operating requirements and to marginally maintain outdated and inefficient equipment.

The cost of operating an outdated plant and equipment has severely hampered the ability of the Alaska Railroad to meet its congressional mandate of providing military, freight, and passenger service into the interior of Alaska. The Committee feels that because of the uncertain status of legislation to transfer the Railroad to the State of Alaska, that the Federal Government must continue to meet its ongoing responsibility to operate a viable railroad in Alaska.

The Committee takes special note of the 1980 report of the Office of the Safety Inspector of the Federal Railroad Administration which cites the state of disrepair and noncompliance with Federal safety requirements. That report stated that compliance with the requirements of OSHA would total $73,000,000 in 1980. The Committee expresses concern over this operating deficiency and potential hazard, and has addressed these safety problems directly in the fiscal 1983 capital appropriations for the Alaska Railroad. The Committee feels that given the present state of the track, structures, and equipment of the Alaska Railroad, no new operator will take the railroad and continue the Federal responsibility to provide strategic service to the interior of Alaska. The Committee has, therefore, provided funds for the first of a 5-year $227,575,000 capital compliance plan with the hope that another operator for the Alaska Railroad could assume the Federal responsibility when the capital plant returns to a viable status.

Railroad Rehabilitation and Improvement Financing Funds

(LIMITATIONS ON LOAN GUARANTEES)

	Total loan guarantees	New loan guarantees
Appropriations, 1982	$600,000,000	$100,000,000
Budget estimate, 1983		
House allowance	[1] 770,000,000	[1] 275,000,000
Committee recommendation	600,000,000	100,000,000

[1] Does not include supplemental action.

Section 511 of Public Law 94–210, as amended, authorizes obligation guarantees for meeting the long-term needs of the railroads. Railroads utilize this funding mechanism to finance major new facilities and rehabilitation or consolidation of current facilities.

The Committee concurs with the House in maintaining the current limitation of $600,000,000 on the aggregate amount of obligation guarantees issued under section 511 of the Railroad Revitalization and Regulatory Reform Act of 1976, as amended. The Committee recommends limiting new fiscal year 1983 loan guarantees to $100,000,000. It is the

Committee's belief that this limitation will adequately meet the demands for this program.

Redeemable Preference Shares

	Appropriation
Appropriations, 1982	$80,500,000
Budget estimate, 1983	
House allowance	
Committee recommendation	10,000,000

Section 505 of the Railroad Revitalization and Regulatory Reform Act of 1976, as amended, authorizes the Secretary of Treasury to purchase fund anticipation notes from the Secretary of Transportation, which funds will be used to purchase redeemable preference shares from railroads to provide for capital needs to preserve rail freight services.

The Committee recommends $10,000,000 for the redeemable preference shares program which is to be directed to the Dallas-Fort Worth project for acquisition of the line running between the two cities.

(Limitation on Direct Loans Under Emergency Rail Services Act)

Appropriations, 1982	
Budget estimate, 1983	($2,301,000)
House allowance	(2,301,000)
Committee recommendation	(2,301,000)

The Committee recommends a limitation of $2,301,000 on the amount of certificates of indebtedness issued by trustees of bankrupt rail carriers that can be guaranteed by the Secretary of Transportation. This is the same as the budget request and the House allowance.

URBAN MASS TRANSPORTATION ADMINISTRATION

Summary of Fiscal Year 1983 Program

The Urban Mass Transportation Administration was established as a component of the Department of Transportation by Reorganization Plan No. 2 of 1968, effective July 1, 1968, which transferred most of the functions and programs under the Urban Mass Transportation Act of 1964, as amended (78 Stat. 302; 49 U.S.C. 1601 et seq.), from the Department of Housing and Urban Development.

The missions of the Urban Mass Transportation Administration are: to assist in the development of improved mass transportation facilities, equipment, techniques, and methods; to encourage the planning and establishment of urban mass transportation services needed for economical and desirable urban development; to provide mobility for transit dependents; to maximize productivity of urban transportation systems; and to provide assistance to State and local governments and their instrumentalities in financing such services and systems.

Under the Committee recommendations, a total program level of $3,451,531,000 would be provided for the activities of the Urban Mass Transportation Administration for fiscal year 1983. This is $301,456,000

more than the budget request and $191,969,000 less than the House allowance.

The following table summarizes the Committee's recommendations:

[In thousands of dollars]

Program	Fiscal year 1982 program level	Fiscal year 1983 budget estimate	Recommended in the House bill	Committee recommendations
Administration	23,888	29,075	28,250	28,081
Research and development	51,600	45,000	58,250	58,250
Urban discretionary grants	[1] 1,680,500	1,518,500	1,630,000	1,621,700
Nonurban formula grants	68,500	42,500	32,000	68,500
Urban formula grants	1,365,250	1,015,000	1,300,000	1,200,000
Interstate transfer grants—transit	538,000	250,000	365,000	225,000
Washington Metro		250,000	230,000	250,000
Waterborne transportation demonstration project	[2] – 2,000			
Total	3,725,738	3,150,075	3,643,500	3,451,531

[1] Includes $220,000,000 deferral and $11,000,000 derived by transfer.
[2] Rescission.

Administrative Expenses

Appropriations, 1982	$23,888,000
Budget estimate, 1983	29,075,000
House allowance	28,250,000
Committee recommendation	28,081,000

The administration activity provides for the personnel and support requirements associated with the performance of the missions of the Urban Mass Transportation Administration. Included are salaries, expenses, and associated housekeeping costs.

The Committee recommends $28,081,000, which is $994,000 less than the budget request and $169,000 less than the House allowance.

The Committee does not concur in the instructions provided UMTA by the House regarding where reductions should be made. A reduction of $169,000 is recommended relative to freezing the standard level user charges payable to the General Services Administration at fiscal year 1982 levels.

MINORITY BUSINESS ENTERPRISE PROGRAMS

The Committee concurs with the House in expressing concern for the implementation of MBE programs in localities receiving Federal funds. In addition, it concurs with directing the Department to report by February 1, 1983, on its finding regarding its monitoring of the adherence to MBE guidelines.

Research, Development, and Demonstrations and University Research and Training

Appropriations, 1982	$51,600,000
Budget estimate, 1983	45,000,000
House allowance	58,250,000
Committee recommendation	58,250,000

The research and training activity, authorized by the Urban Mass Transportation Act of 1964, as amended, provides for grants and contracts for the purpose of developing, testing, and demonstrating new facilities, equipment, techniques, and methods (operations and managerial). Also funded are grants to public bodies to provide for advanced training of personnel in the mass transportation field and grants to public and private, nonprofit institutions to assist in establishing or continuing programs which combine professional training and research in the field of mass transportation.

The bill includes $58,250,000 for these research and training programs, which is the same as the House amount and $13,250,000 more than the budget request.

The Committee does not concur in the distribution of these funds as set forth by the House.

The amount recommended for bus and paratransit includes $1,300,000 for the roadway powered electric vehicle project and the amount recommended for service and methods demonstrations includes $7,000,000 for the vehicle access demonstration project. For advanced systems research, the sum of $17,000,000 is recommended for the continued development of the advanced group rapid transit (AGRT) system, and magnetic levitation, with no more than $600,000 thereof to be used for support contractors. The Committee does not agree with UMTA's budget proposal which allocates no funds for this research, and instead directs UMTA to utilize the $17,000,000 recommended to maximum effectiveness in building test tracks, acquiring test vehicles, and providing initial test results by 1984, so that AGRT may be made available to transit properties.

The Committee joins the House in praising the efforts made to promote a meaningful dialog between labor and management through the conduct of labor/management conferences. The Committee expects these conferences and activities to continue in cooperation with Florida International University in Miami, Fla.

Urban Discretionary Grants

Appropriations, 1982	[1] $1,449,500,000
(By transfer)	(11,000,000)
Budget estimate, 1983	1,518,500,000
House allowance	1,630,000,000
Committee recommendation	1,621,700,000

[1] Does not include $220,000,000 deferral from 1981.

Section 3 of the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. 1601 et seq.), authorizes Urban Mass Transportation Association to make discretionary grants or loans to States and local public bodies and agencies thereof to be used in financing mass transportation

investments. Such investments may include construction of new fixed guideway systems; extensions to existing guideway systems; major bus fleet expansions; capital grants for emergency repairs to transit facilities resulting from natural disasters; deployment of new technology; innovative transit demonstrations projects; and technical planning assistance.

The bill includes $1,621,700,000 for urban discretionary grants, which is $103,200,000 more than the budget request, $8,300,000 less than the House allowance, and $58,800,000 less than the 1982 program level which included $220,000,000 of previously deferred funds.

The following table summarizes the Committee recommendations:

[In thousands of dollars]

	Fiscal year 1982 program level	Fiscal year 1983 budget request	Recommended in the House bill	Committee recommendations
Bus and bus facilities	530,700	477,500	500,000	520,700
Existing rail modernization and extensions	879,500	861,000	840,000	850,000
New systems and new extensions	179,800	120,000	230,000	187,000
Urban initiatives	29,500			
Planning	54,000	50,000	50,000	54,000
Innovative techniques and technology introduction	7,000	10,000	10,000	10,000
Total	[1] 1,680,500	1,518,500	1,630,000	1,621,700

[1] Includes $220,000,000 carryover from fiscal year 1981.

BUS AND BUS FACILITIES

The bill includes $520,700,000 under this heading for the purchase of buses, bus related equipment and paratransit vehicles and for the construction of bus-related facilities. This amount is $43,200,000 above that requested in the budget and $20,700,000 more than the House allowance. These funds will assist in the replacement of many over-age buses in cities of all sizes, permit the expansion of bus service to accommodate community transit needs, help finance appropriate bus maintenance facility modernization or construction, assist in bus rehabilitation, and assist in the purchase of support equipment.

Within the funds recommended under this heading, the Committee directs that priority consideration be given to the Niagara Falls, New York Transportation Center.

The Committee directs that the eight major rail areas (New York, northern New Jersey, Chicago, Philadelphia, Pittsburgh, Boston, Cleveland, and San Francisco) will receive equal consideration along with all other cities under this program. In addition to the rail transit service provided in these locations, approximately 35 percent of the Nation's bus service (as measured in revenue vehicle-miles) is provided in these eight areas. Despite the level of bus service concentrated in these areas, to date they have received a relatively small amount of discretionary bus grant funds. The Committee directs UMTA to make the necessary adjustments in this program and to submit a report showing the distribution of section 3 bus grants by December 31, 1982.

Pursuant to specific congressional direction in the Department of Transportation and Related Agencies Appropriation Act, 1982, UMTA issued a letter of intent for nonrail transit projects to the Portland metropolitan region in the amount of $76,800,000. The Committee notes that the agreement between Tri-Met and UMTA specifies a funding schedule of $12,000,000 per year for 6 years, with the balance of the funds provided in the outyears. It is expected that $12,000,000 in section 3 funds will be made available for locally selected projects. In addition, the Portland region should compete equally with other cities for additional section 3 funds issued through this letter of intent.

EXISTING RAIL MODERNIZATION AND EXTENSIONS

The Committee recommends a total of $850,000,000 for the modernization and extension of existing rail transit systems. This amount is $10,000,000 more than that recommended by the House and $11,000,000 less than that requested in the budget.

The Committee does not concur in earmarkings by the House for either the Dallas-Fort Worth project nor the Chicago RTA commuter rail line purchase. The Dallas-Fort Worth project is funded through the redeemable preference share program.

NEW SYSTEMS

The bill includes the sum of $187,000,000 for preliminary engineering, right-of-way acquisition, new systems construction and extensions to these new systems. These funds are to be distributed as follows:

	House amount	Committee recommendation
City and project:		
Baltimore (rail construction)	$30,000,000	$30,000,000
Buffalo (light rail)	19,500,000	19,500,000
Miami (rail construction)	32,400,000	32,400,000
Atlanta (rail construction)	20,000,000	20,000,000
Miami (circulator)	27,100,000	27,100,000
Detroit (automated system)	40,500,000	20,000,000
Los Angeles (engineering and right-of-way)	35,000,000	15,000,000
Santa Clara (engineering and right-of-way)	25,000,000	15,000,000
Denver (preliminary engineering)	500,000	
Portland		5,000,000
Seattle		3,000,000
Total	230,000,000	187,000,000

Most of the funds recommended for the Baltimore, Buffalo, Miami, and Detroit projects are to cover existing letters of intent or allowable cost overruns. The funding included for Buffalo should also permit UMTA to consider grant applications for the Tonawanda turnout and LaSalle station. Of the amount specified for Miami rail construction, up to $700,000 may be used to support activities related to phase I of the Metrorail extension, including alternatives analysis, planning, and pre-

liminary engineering. In addition, the Committee concurs with the House language regarding the Earlington Heights station in Dade County, Fla.

For engineering and right-of-way acquisition, the bill includes $15,000,000 for the Santa Clara County Guadalupe Corridor and $15,000,000 for the Los Angeles Wilshire Corridor. The Committee concurs with the House that engineering for these corridors should be completed to provide adequate information to make a rational decision regarding construction of the projects. As previously stated, this does not represent a commitment to future construction funding.

The Detroit project was funded at a level lower than the recommendation of the House because of doubts raised about the availability of a local match for the projects. The $3,000,000 for Seattle is to be used for further development of the Seattle Metro downtown project.

In the Portland metropolitan region, that portion of the $76,000,000 letter of intent issued in 1982 for nonrail projects, which represents an inflation component, shall be used for nonrail projects and for completion of the Banfield project, as may be determined locally. Had the project been funded with section 3 funds as originally planned, this action would not be necessary because the inflation component of transit funds would be keeping pace with the normal inflation increase associated with the use of modern transit technology. Instead, Portland was forced to use interstate transfer funds for the project, and, therefore, had to accept an inflation (currently deflation) factor tied to the highway construction cost index. For this reason the Committee also directs that new section 3 funds shall be put into the project if the local allocation of E–4 funds proves to be insufficient to fund the project as designed and contracted for by the Federal Government through its full funding contract.

The section 3 appropriation of $5,000,000 in fiscal year 1983 is to be the Federal share of the city of Portland's downtown improvements on the Banfield alinement.

The Committee directs that an amount not to exceed $40,000,000 be available to fund new start projects currently covered by letters of no prejudice expiring in calendar year 1982. The funds for such grants may be taken from any urban discretionary grant subactivity, subsequent to approval through the normal reprograming process.

URBAN INITIATIVES

No additional funds are recommended for urban initiatives projects in fiscal year 1983.

PLANNING AND TECHNICAL STUDIES

The Committee recommends that $54,000,000 be appropriated for planning and technical studies. This is the same amount as was appropriated in fiscal year 1982. It is $4,000,000 more than the budget request and the House allowance. The major activities funded under this heading include short range transportation system management and transportation improvement programs, alternatives analysis studies, and

energy conservation and contingency planning. Funds are also available for planning for the elderly and handicapped, data collection, State planning, and special studies.

The Committee directs UMTA to give priority for planning funds to support transit management and operations studies and innovative techniques to improve efficiency and effectiveness. It is the Committee's intent that adequate funds be made available by section 8 funding recipients to transit properties for such purposes.

The Committee concurs with the House language regarding the importance of alternatives analysis and technical assistance in general, as well as in the specific cities mentioned. This type of analysis is essential in determining which type of project is the most cost effective for a particular city.

These funds are used to assist small agencies in planning which otherwise might be unable to fund the technical assistance supported in this program.

The Committee directs that of the funds appropriated $1,600,000 shall be used to fund a Milwaukee County, Wis., alternatives analysis study of transit alternatives in the Milwaukee metropolitan area.

The Congress also directs that UMTA provide technical assistance and make funds available to promptly complete the alternatives analysis study in St. Louis.

INNOVATIVE TECHNIQUES AND TECHNOLOGY INTRODUCTION

The Committee recommends that $10,000,000 be appropriated for innovative techniques and technology introduction. This is the same amount as that recommended by the House and requested in the budget.

In recent hearings, the Committee has expressed its concern that many management problems exist at the local level and that UMTA has a responsibility to help answer some of these concerns. The innovative techniques program is an essential component of this needed effort to explore ways of solving systems and management problems which often are shared by many jurisdictions, and cost a great deal in inefficiencies if not addressed. Given the shift in financial responsibilities to the local and State jurisdictions for operations, the Federal role with regard to research and implementation of new solutions to problems shared by many transit authorities must be more substantial. The Committee believes that priority should be given to support those projects designed to improve transit management and operations practices to improve the cost effectiveness of transit services.

For this reason, the Committee disapproves the House earmarkings in this account and directs that $6,000,000 be used for innovative techniques and $4,000,000 for technology introduction. The Committee further directs the Urban Mass Transportation Administration to work with local operating authorities and the transit industry in determining those "real world" problems which exist in which the Urban Mass Transportation Administration may play a role in finding a solution.

The Committee believes that priority consideration should be given to an application for demonstration testing from the New York Metropolitan Transportation Authority.

COST OVERRUNS

The Committee concurs with House language regarding the potential for large cost overruns in those transit construction projects covered by full-funding contracts. The Committee instructs UMTA to refrain from making grants to fund cost overruns in projects covered by full-funding contracts that are in excess of extraordinary costs already provided for in the contract. UMTA is also directed to refrain from modifying the project scope of executed full funding contracts without the prior approval of the Appropriations Committees.

PROCUREMENT REQUIREMENTS

The bill includes language continuing the requirement that performance standardization, life cycle costs, and other factors be evaluated in the process of making transit equipment procurements. The Committee concurs with the House in directing the Urban Mass Transportation Administration to upgrade its efforts to provide technical assistance to transit authorities, especially smaller transit authorities which do not always have the financial or staff resources on hand to fully understand or take advantage of the benefits offered through these procurement factors. Without the technical assistance to make these methods work for the transit agencies, the regulations will become nothing more than expensive "redtape," instead of providing guidance to the investors, as they were intended to do.

NONURBAN FORMULA GRANTS

Appropriations, 1982	$68,500,000
Budget estimate, 1983	42,500,000
House allowance	32,000,000
Committee recommendation	68,500,000

Section 18 of the Urban Mass Transportation Act of 1964, as amended, provides formula transit grants, both capital and operating, for nonurbanized areas. This section was added through passage of the Surface Transportation Assistance Act of 1978. Assistance, both capital and operating, is apportioned to States on a population formula basis for public transportation projects in areas with populations of less than 50,000. Funds remain available to the State to which they are apportioned for 4 years and then are redistributed on the basis of the population formula.

The bill includes $68,500,000 for nonurban formula grants, which is $36,500,000 more than the House allowance and $26,000,000 more than the budget request.

The Committee directs that the 1980 census be used when applying the formula for distribution of these funds. The 1980 census provides the most current account of population distribution available.

URBAN FORMULA GRANTS

Appropriations, 1982	$1,365,250,000
Budget estimate, 1983	1,015,000,000
House allowance	1,300,000,000
Committee recommendation	1,200,000,000

The formula grant program for urbanized areas was established by section 5 of the Urban Mass Transportation Act of 1964, as amended. Capital (acquisition, construction, and improvement of facilities and equipment for use in mass transportation service) or operating (payment of operating expenses to improve or continue such service) assistance may be provided to urbanized areas or parts thereof on the basis of a formula.

The section 5 formula grant program for urbanized areas has funding in four tiers:

Tier I.—These funds are available for capital or operating assistance purposes under paragraph (a)(1) of section 5 of the Urban Mass Transportation Act of 1964, as amended, and are apportioned on the basis of population and population density.

Tier II.—These funds are available for capital or operating assistance purposes under paragraph (a)(2) of section 5 of the Urban Mass Transportation Act of 1964, as amended, and are apportioned on the basis of population and population density in the ratio 85 percent among urbanized areas with populations greater than 750,000, and 15 percent among urbanized areas with populations less than 750,000.

Tier III.—These funds are available for capital or operating assistance purposes under paragraph (a)(3) of section 5 of the Urban Mass Transportation Act of 1964, as amended, and are apportioned among all the urbanized areas on the basis of their fixed guideway and commuter rail route mileages and commuter rail train mileages.

Tier IV.—These funds are available for capital or operating assistance purposes under paragraph (a)(4) of section 5 of the Urban Mass Transportation Act of 1964, as amended, and are apportioned among all the urbanized areas on the basis of population and population density. These funds are available only for the purchase of buses and related equipment, or the construction of bus-related facilities.

The bill includes $1,200,000,000 for urban formula grants, which is $185,000,000 more than the budget request, $100,000,000 less than the House allowance, and $165,250,000 less than the fiscal year 1982 amount.

A summary of the Committee recommendations follows:

[In thousands of dollars]

Program	Fiscal year 1982 appropriation	Fiscal year 1983 budget estimate	Recommended in the House bill	Committee recommendations
Tier I	791,250	440,000	735,000	680,000
Tier II	158,000	130,000	130,000	125,000
Commuter rail/fixed guideway	86,000	70,000	85,000	70,000
Bus and bus facilities	330,000	375,000	350,000	325,000
Total	1,365,250	1,015,000	1,300,000	1,200,000

PENDING LEGISLATION

The Committee notes that legislation is pending in both Houses which would significantly restructure the existing authorization for capital and operating assistance provided through UMTA. The Committee joins with the House in recognizing that the enactment of this legislation might require some adjustments to the appropriations and earmarkings contained in this bill. The Committee, therefore, directs UMTA to receive prior approval from the Appropriations Committees in making changes in accounts and earmarkings, should the proposed legislation be enacted.

Since the 1980 census is available for formula calculation purposes from the beginning of the 1983 fiscal year, the Committee sees no reason not to distribute the urban and nonurban formula grants on the basis of the 1980 census. Any other basis for distribution would wed the formula to a population distribution at least 10 years out of date and distort the intent of Congress in disbursement of these funds.

APPROPRIATION TO LIQUIDATE CONTRACT AUTHORIZATION

Appropriations, 1982	($1,200,000,000)
Budget estimate, 1983	(681,135,000)
House allowance	(681,135,000)
Committee recommendation	(681,135,000)

The bill includes the full budget request of $681,135,000 to liquidate obligations incurred under contract authority provided in previous years for capital facilities grants, formula grants, technical studies, and interstate transfer grants approved prior to May 5, 1976. This is the same as the House allowance.

INTERSTATE TRANSFER GRANTS—TRANSIT

Appropriations, 1982	$538,000,000
Budget estimate, 1983	250,000,000
House allowance	365,000,000
Committee recommendation	225,000,000

Grants under this activity are authorized by the Federal-Aid Highway Act of 1973 and amended by subsequent amendments to the Federal-Aid Highway Act and the Surface Transportation Assistance Act of 1978. The fiscal year 1983 budget estimate includes funding for inter-

state transfer transit projects only; no funds are requested for substitute highway projects. In prior years, Congress made appropriations for both substitute highway and transit projects to the Urban Mass Transportation Administration; for fiscal year 1983, highway project funding estimates are included under the Federal Highway Administration budget request.

The bill includes $225,000,000 for transit projects which have been substituted for interstate highway segments. This is $25,000,000 less than the amended budget request and $140,000,000 less than the House allowance, and is to be distributed as follows:

	House	Senate
Boston	$105,000,000	$30,000,000
New Jersey	30,000,000	20,400,000
Washington, D.C	45,000,000	45,000,000
Oregon	56,000,000	56,000,000
Sacramento	18,400,000	10,000,000
Northeast Illinois	56,000,000	15,000,000
Baltimore	37,000,000	37,000,000
Duluth	600,000	600,000
Hartford-New Britain	6,000,000	6,000,000
Indianapolis	11,000,000	5,000,000
Total	365,000,000	225,000,000

The Committee recognized that delays in some regions' projects could necessitate adjustments to the above allocations. The Committee expects these adjustments, if required, to be accomplished through the normal reprograming process.

WASHINGTON METRO

Appropriations, 1982	
Budget estimate, 1983	$250,000,000
House allowance	230,000,000
Committee recommendation	250,000,000

Public Law 96–184 (Stark-Harris legislation) enacted January 3, 1980, authorizes a total of $1,700,000,000 for construction on the Washington Metrorail System starting in fiscal year 1982.

The Committee recommends $250,000,000 be appropriated for the Washington, D.C., metrorail system from this account. This amount is the same as the budget request and $20,000,000 more than that provided by the House. This amount, when combined with $45,000,000 of interstate transfer grant transit funding, will provide Metro with a $295,000,000 funding level for fiscal year 1983, an increase of $10,000,000 over its fiscal year 1982 funding level.

ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

LIMITATION ON ADMINISTRATIVE EXPENSES

Limitation, 1982	($1,601,000)
Budget estimate, 1983	(1,716,000)
House allowance	(1,716,000)
Committee recommendation	(1,716,000)

The St. Lawrence Seaway Development Corporation is a wholly owned Government corporation established by the act of May 13, 1954, responsible for the development, operation, and maintenance of that part of the seaway between Montreal and Lake Erie, within the territorial limits of the United States. Under the provisions of subtitle II of the Government Corporation Control Act, the Corporation prepares a business-type budget which is submitted for consideration by Congress. Subject to a limitation on administrative expenses, the Congress authorizes the Corporation to make expenditures from available funds and borrowing authority, and to enter into contracts without regard to fiscal year limitations as are necessary to carry out the programs set forth in its budget.

The Corporation's operations program provides for operation of all facilities, for maintenance—including major items which are deferred to the non-navigation season—and for planning and development activities. Under its replacements and improvements program, the Corporation undertakes various capital improvements to upgrade and modernize its facilities.

The Committee recommends a limitation of $1,716,000, which is the same as the House allowance and the budget request.

Section 311 of the bill amends the act of May 13, 1954, the St. Lawrence Seaway Act, by relieving the St. Lawrence Seaway Development Corporation of the obligation to repay to the general fund of the Treasury the remaining outstanding capital construction costs of the U.S. portion of the Seaway. This amount presently totals $109,976,000. This section would also amend the statutory principles by which the St. Lawrence Seaway Development Corporation is guided in its negotiations with a counterpart Canadian agency regarding the level of tolls to be charged vessels and cargoes which transit the binational waterway. Additionally, the St. Lawrence Seaway Development Corporation is specifically authorized by this section to retain and invest back into the Seaway any revenues which it receives from tolls.

Present law requires that the debt be paid from Seaway tolls which are negotiated by the Seaway Corporation and a counterpart agency in Canada and assessed on vessels and cargoes which transit the Seaway. The payback schedule in the United States calls for the present annual payment of $2,000,000 to continue through 1985. In 1986, the scheduled annual payment soars to $9,500,000 and remains above the $6,000,000 mark through 1995. The annual revenues generated from Seaway tolls approximate $10,000,000 to $12,000,000.

Raising negotiated tolls to a level sufficient to meet U.S. needs, including debt service, will not be possible. This is because following a

financial restructuring of the Canadian Seaway operation in 1977, Canada no longer includes capital construction cost recovery in the base to be covered by Seaway tolls. This action was precipitated in large part by a desire on the part of the Canadian Parliament to limit, within reason, the size of future toll increases on the Seaway. It was based on the rationale that since Canada already owned the facility, there was no need to repay itself for sunk costs. Against that background, and given the superior negotiating leverage of Canada which operates 13 of the 15 locks covered by the Joint Seaway Tariff of Tolls, it will be virtually impossible to raise the negotiated tolls to a level sufficient to produce the scheduled U.S. payback. Moreover, even if such a high toll were agreeable to Canada, traffic diversions would be severe, and the result would not be a sufficient increase in revenues.

The Governors of six Midwestern States have expressed concern that their region is forced to rely heavily on the Seaway for the conduct of interstate and international trade and that the outstanding indebtedness of the Seaway Development Corporation poses a constant threat to the economic health of that region. If the Seaway debt is allowed to remain as is, and if future user tolls are increased to meet this indebtedness, it would adversely impact Midwestern export trade. Moreover, long-term growth opportunities in foreign markets for both industrial and agricultural goods produced in that region would be severely limited or sacrificed altogether. This situation would present a potentially insurmountable burden to those States, which are now feeling the effects of the worst economic recession since the 1930's.

It is the Committee's belief that this amendment would effectively address the problem of inequity which has resulted from the continuance of the Seaway debt. Currently, the Seaway is the only North American waterway which is required to repay the costs of past construction and improvement projects. Since the debt only relates to past costs, forgiveness of the debt is in no way inconsistent with the administration's user fee proposals. In fact, tolls will necessarily have to cover not only the regular cost of operations, but also any future capital costs for equipment replacement.

The St. Lawrence Seaway Development Corporation receives no direct appropriations from the general fund. Since 1969, the Corporation has met its expenses and bond repayments from revenues it generates from tolls. In recent years, the Seaway has been able to accomplish this by curtailing or deferring maintenance and other essential equipment replacement programs. This has proven to be a temporarily effective means to get through a short-term financial crisis. However, the need to address the extraordinary maintenance requirements of Eisenhower Lock, as well as the more routine but equally important maintenance of the remainder of the facilities, and the need to replace aging equipment will require more funds in the next few years than the curtailing of essential programs can provide.

The cost of replacement of outdated equipment should not be underestimated. Much of the equipment currently used to operate the Seaway was acquired in 1959 when the Seaway opened. Equipment which has

been acquired since then was in many cases already considered surplus or at the end of its useful life for military purposes. From tugboats to aids-to-navigation and maintenance machinery, replacement will soon be required for millions of dollars worth of equipment. The Seaway will require all of its revenues from tolls just to begin to address this equipment replacement cost.

The Committee is squarely behind preventative maintenance (not just band-aid survival requirements) and reinvestment in the capital needs of the Seaway in order to preserve the investment already made and to adequately plan for the future demands to be placed on the Seaway.

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

Research and Special Programs

Appropriations, 1982	$17,441,000
Budget estimate, 1983	21,300,000
House allowance	20,022,000
Committee recommendation	21,300,000

The Research and Special Programs Administration (RSPA) was established by the Secretary of Transportation's organizational changes dated July 20, 1977. It consolidated functions formerly assigned to the Assistant Secretaries for Environment, Safety, and Consumer Affairs, including the Transportation Safety Institute (TSI); Systems Development and Technology; and Administration. It also drew functions from the General Counsel, the Transportation Systems Center (TSC), and the Materials Transportation Bureau (MTB).

The mission of the Research and Special Programs Administration is to serve as a research, analytical, and technical development arm of the Department for long range and multimodal research and development, as well as to conduct special programs. Particular emphasis is given to pipeline safety, transportation safety and security, facilitation of domestic and international commerce, and intermodal research and development activities including programs within the university community. Responsibilities of the administration are carried out under the following activities:

Operations.—This activity provides for the administration's salaries and expenses as well as for central supervisory and management for overall planning and direction of the administration; management and execution of transportation programs involving passenger and cargo security, facilitation services, national emergency plans/preparedness, management of the Transportation Safety Institute, and for the conduct of hazardous materials and pipeline safety regulatory and enforcement programs.

Research and development.—This activity provides for research and development to complement research programs of the operating administrations, to stimulate industry efforts to advance transportation technology, to encourage university research, and to support hazardous materials and pipeline safety regulatory and enforcement programs.

Grants.—This activity provides for grants-in-aid to State agencies of

up to 50 percent of the actual costs for conducting a gas pipeline safety program as authorized by the Natural Gas Pipeline Safety Act of 1968.

The Committee recommends that $21,300,000 be appropriated for research and special programs. This amount is the same as the budget request and $1,278,000 more than that recommended by the House.

The Committee does not concur in the distribution of funds as proposed by the House. With over 720 billion ton-miles of hazardous materials shipped annually, much of it over heavily traveled highways, the Committee is concerned that an effective Federal role be in place to insure that the public's safety is being adequately monitored.

It is the Committee's view that this level of funding would permit the Secretary to commence implementation of a Federal-State-local partnership which would encourage more uniform standards in hazardous materials transportation, while at the same time providing better assistance to State and local governments for enforcement of these standards and for emergency response capacity. The Committee, consequently, directs that special attention be devoted to information exchange, training, and emergency response; evaluation; and standards and consistency reviews.

In order to carry out its functions, the Committee directs that staffing levels of the Materials Transportation Bureau be kept at fiscal year 1982 levels. A staffing level of 104 positions is the minimum level necessary to meet ongoing requirements.

The staffing reductions made earlier in the year should enable the Department to realize a savings in personnel cuts from the fiscal year 1983 estimates of about $2,000,000. The Committee, therefore, directs that $1,000,000 of these savings be applied to increase the fiscal year 1983 State pipeline grant program to $3,500,000, and that an additional $400,000 be directed to provide financial assistance at both State and local levels in adopting and enforcing hazardous materials regulations to provide a total of $800,000. This redistribution of funds within the program should better enable States and local governments to carry out their very important protection and enforcement roles.

The Committee expects that this funding level will be helpful to short-term needs and problems. The Committee expects the Department, however, to continue efforts to work with the private sector and State and local governments toward a long-term solution.

The Committee does not concur in the earmarking of funds for Purdue University nor in directing that priority consideration be given to the University of Massachusetts' proposed project.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

	Appropriation	By transfer
Appropriations, 1982	$13,047,000	($9,200,000)
Budget estimate, 1983	24,946,000	
House allowance	24,946,000	
Committee recommendation	24,946,000	

The Inspector General Act of 1978 (Public Law 95–452), created an independent and objective organization to conduct and supervise audits and investigations designed to (1) promote economy, efficiency, and effectiveness, and prevent and detect fraud and abuse in departmental programs and operations; and (2) to provide a means of keeping the Secretary of Transportation and Congress fully and currently informed of problems and deficiencies in the administration of such programs and operations.

The Office of Inspector General was implemented by the transfer, on February 25, 1979, of seven separate audit and investigative activities located throughout the 50 States and Puerto Rico. Fiscal year 1980 represented the first full-year of operation of the OIG since its establishment.

The headquarters audit operation is composed of program offices which correspond to one or more transportation modes. Each office director is responsible for performing headquarters audits of assigned modal administration. Audit offices are located in 9 of 10 standard Federal regions. There are also five regional investigative offices which are responsible for all investigations within their designated areas. Regional audit offices are primarily responsible for the oversight of non-Federal audit groups and for audit and financial management services to regional administrators. They also perform program and operations audits resulting from known or indicated deficiencies at grantee locations and at departmental entities within the region.

The bill includes the full amount of the budget request, which is the same as that recommended by the House.

TITLE II—RELATED AGENCIES

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

SALARIES AND EXPENSES

Appropriations, 1982	$1,900,000
Budget estimate, 1983	
House allowance	1,900,000
Committee recommendation	2,020,000

The Architectural and Transportation Barriers Compliance Board was established by section 502 of the Rehabilitation Act of 1973 to ensure compliance with the Architectural Barriers Act of 1968. Its primary role is to effectuate a compliance program to ensure accessibility and usability of most Federal and federally-funded buildings by all persons. The Board's functions include: (1) insure that public conveyances, including rolling stock, are readily accessible to, and usable by, physically handicapped persons; (2) investigate and examine alternative approaches to eliminate architectural, transportation, communication, and attitudinal barriers; (3) make recommendations and prepare policy reports to the President and Congress on measures to eliminate such barriers; (4) provide technical assistance to all programs affected by title V of the Rehabilitation Act with respect to overcoming architectural, transportation, and communication barriers; (5) establish minimum guidelines and requirements for the standards issued under the Architectural Barriers Act, as amended. The 22-member Board is composed of 11 public members appointed by the President and 11 Federal agency heads.

The bill includes $2,020,000 for the Board, which is $120,000 more than the House allowance. There was no budget request.

The additional $120,000 over the House request is included to provide funding for a research project on telecommunication devices for the hearing impaired, approved by the Board on May 4, 1982. This money lapsed from the fiscal year 1982 budget because of the refusal of the Department of Education's Procurement Office to process the Board's application for putting out a bid. The Board uses the Department of Education's procurement and contract facilities because of the limited number of Board staff. The Board apparently filed its application 6 days after the internal deadline set by the Department of Education. The Department refused to grant the Board an exception, even though as an outside agency the Board had not been informed of the Department of Education's internal deadline. There was not any other recourse for the Board, as it did not have authority over the Procurement and Contracting Office it was forced to use. The Department of Education is instructed to complete processing the Board's request for contracting services immediately. The need for the Committee to reap-

propriate $120,000 for these research services is directly tied to the lack of cooperation demonstrated by the Department of Education.

NATIONAL TRANSPORTATION SAFETY BOARD

Salaries and Expenses

Appropriations, 1982	$17,125,000
Budget estimate, 1983	17,700,000
House allowance	19,970,000
Committee recommendation	19,970,000

The Independent Safety Board Act of 1974 established the National Transportation Safety Board as an independent Federal agency to promote transportation safety by conducting independent accident investigations. In addition the act authorizes the Board to make safety recommendations, conduct safety studies, and oversee safety activities of other Government agencies involved in transportation. The Board has no regulatory authority. The Board's effectiveness depends on its reputation for publishing impartial and accurate accident reports, issuing viable safety recommendations, and on public demand for better transportation safety.

The Committee recommends $19,970,000 for the National Transportation Safety Board, which is the same as the House allowance and $2,270,000 more than the budget request. The Committee concurs with the House that this additional funding is required to permit the Board to fulfill its statutory responsibilities for accident investigation.

CIVIL AERONAUTICS BOARD

Salaries and Expenses

Appropriations, 1982	$25,875,000
Budget estimate, 1983	24,500,000
House allowance	24,350,000
Committee recommendation	21,900,000

The Civil Aeronautics Board (CAB) is an independent agency with responsibility for the regulation, promotion, development, and maintenance of an efficient and innovative air transportation system, with the variety, quality, and price of service properly adapted to the needs of the domestic and foreign commerce of the United States, the Postal Service, and the national defense. The Board carries out these responsibilities through the powers vested in it by the Federal Aviation Act of 1958, as amended by the Airline Deregulation Act of 1978, and the International Air Transportation Competition Act of 1979.

The Committee recommends an appropriation of $21,900,000 and 395 positions for the Civil Aeronautics Board, a reduction of 57 positions and $2,600,000 from the budget request. This continues our efforts to accelerate the CAB's movement toward sunset. We are pleased that with this reduction we will have cut nearly 40 percent of the Board's staff and over $7,300,000 from requested budget authority in only 2 years.

The staff reductions we have recommended relate substantially to the termination of most of the Board's domestic route and rate authority,

and the intricate formal legal and administrative system which surrounded it. It is the Committee's belief that while the Board has done a laudable job in reducing and eliminating the vestiges and procedures of a heavy-handed regulatory process, it has been less than effective in cutting the staff associated with it. The Committee believes that the legal support, both direct and indirect, allocated to the Board's transferring programs, is entirely out of scale with the type of work—community assistance, essential in-service determination, bilateral negotiations, data system development, and consumer affairs—on which the Board will be concentrating its efforts as it advances toward sunset.

The reductions the Committee is recommending are intended to make the Board realize that it must be much more aggressive in cutting the legal support expenses and move, once and for all, away from any possibility of ever recreating a stiffling regulatory structure. At the end of fiscal year 1983, the Committee intends to see a lean, responsive, analytically competent, and operationally effective CAB staff ready to transfer at a moment's notice, along with its streamlined, result-oriented functions, to the Department of Transportation and other host agencies.

Payments to Air Carriers

Appropriations, 1982[1]	$86,058,000
Budget estimate, 1983	48,400,000
House allowance	48,400,000
Committee recommendation	48,400,000

[1] Does not include $8,242,000 liquidation of 1981 obligations.

The Committee recommends $48,400,000 for fiscal 1983 payments to air carriers, which is the same as the budget request and the House allowance.

The bill includes language which terminates the section 406 program while providing that carriers now serving communities which receive that service shall continue to receive equivalent payments not to exceed $13,500,000 in the aggregate.

Disputes over claims for compensation

The bill provides a method for the prompt and fair settlement of disputes over claims for compensation under sections 406 and 419(a)(7) of the Federal Aviation Act. Under present law, the process for settling such disputes is extremely slow and burdensome. When a carrier is not satisfied with a decision of the CAB, its only remedy is to seek review in a court of appeals. The courts of appeals do not have authority to determine the amount properly payable on the claim, nor are they equipped to do so. If the court finds the CAB in error, the only relief it can give is to send the case back to the CAB for further proceedings. If the CAB makes another error, the only remedy is to go back to the court of appeals again; and the most it can do is to send the case back to the CAB again for further proceedings. This can go on for years.

The mechanism proposed is based on the Contract Disputes Act of 1978 which dealt with similar problems for Government contractors generally. Since the carriers' claims are for services required by the

Government and already rendered, the claims are actually claims for compensation under an implied Government contract. The Contract Disputes Act of 1978 provides a fair, balanced, and comprehensive statutory system of legal and administrative remedies in resolving Government contract claims. The act's provisions help to induce resolution of more contract disputes by negotiation prior to litigation; equalize the bargaining power of the parties when a dispute exists; provide alternate forums suitable to handle the different types of disputes; and insure fair and equitable treatment to contractors and Government agencies.

The language included in the bill would give the claimants in disputes with the CAB the right to appeal to the court of claims. The court of claims would have jurisdiction to render final judgment, fixing the amount to be awarded on the claim. It would not be limited, as courts of appeals are at present, to merely remanding the case to the CAB for further proceedings. The failure of the CAB to decide a final claim within a year, like the failure of a contracting officer to issue a timely decision under the Contract Disputes Act, would be deemed a denial of the claim so that the claimant could proceed to the court of claims. The amendment would apply to claims decided, or deemed to have been decided by the Board after January 1, 1981, to permit pending claims such as Frontier's 11-year-old claim to be taken to the court of claims under its provisions.

The provisions of the Contract Disputes Act relating to the scope of review and dispositoin of cases by the court of claims would be made applicable to claims under this section. The court in its discretion would be authorized to rely upon any initial decision in the case by a CAB administrative law judge, giving it the same weight it would give to a decision by a trial judge of the court of claims.

The provisions of the Contract Disputes Act relating to interest and the payment of claims and judgments would be made applicable. Interest would be payable by decision of the Board or the court of claims at the rate established by the Secretary of the Treasury for the Renegotiation Board, from the time the claims were filed with the CAB. The payment of interest is not a penalty against the Government. It is simply a payment for the use of the money from the time it should have been paid until the time it is actually paid. If the Government had not had the use of this money, it would have had to borrow and pay interest on an equal amount.

INTERSTATE COMMERCE COMMISSION

Salaries and Expenses

Appropriations, 1982	$70,150,000
Budget estimate, 1983	69,000,000
House allowance	66,300,000
Committee recommendation	65,600,000

The responsibilities of the Interstate Commerce Commission for regulation of the surface transportation industries are undergoing reexamination and redefinition. Late in June 1980, Congress passed the Motor Carrier Act of 1980. The objectives of the act are to reduce regulatory

barriers for those wishing to enter the motor carrier industry, provide greater rate flexibility, ensure protection of shippers' interests, and promote competition within the industry. Congress has also passed reform legislation for the railroad, and household goods industries and is considering reform of the bus industry. The objectives are similar to those in the motor carrier area. Specifically, the rail legislation is expected to produce an economic environment in which the railroads can remain a viable source of transportation.

The bill includes an appropriation of $65,600,000 for the salaries and expenses of the Interstate Commerce Commission, which is $700,000 less than the House allowance. The Committee also concurs with the House directive that the Commission report by January 1, 1983, on the improvement of its enforcement capabilities.

A reduction of $3,400,000 is recommended relative to freezing the standard level user charges payable to the General Services Administration at fiscal year 1982 levels.

The following is a summary of the Committee's recommendations:

[Dollar amounts in thousands]

Program	Fiscal year 1982 appropriation	Fiscal year 1983 budget request	Recommended in the House bill	Committee recommendations
Personnel compensation and benefits	$52,300	$47,850	$47,850	$47,850
Standard level user charges	$4,500	$7,900	$5,200	$4,500
All other	$13,350	$13,250	$13,250	$13,250
Total	$70,150	$69,000	$66,300	$65,600
Permanent positions	(1,475)	(1,400)	(1,400)	(1,400)

Payments for Directed Rail Service

(LIMITATION ON OBLIGATIONS)

Appropriations, 1982	($10,000,000)
Budget estimate, 1983	.....
House allowance	(10,000,000)
Committee recommendation	(10,000,000)

Under the provisions of 49 U.S.C. 11125, when a rail carrier is in such financial trouble that it becomes impossible to continue its operations, the Commission is empowered to direct and pay another carrier to move that carrier's traffic for a period of up to 60 days, which can be extended for an additional 180 days if cause exists. In certain cases, the Commission's use of this authority has not resulted in any cost to the Federal Government. However, there have been several instances where the use of this authority has resulted in a significant liability for payment to an operating carrier by the Federal Government.

The Committee concurs with the House that a limitation on the amount of obligations to be incurred under this authority is appropriate and is recommending continuing the current limitation of $10,000,000. Such action should not be construed as an invitation to the Commission

to use this authority. The Committee believes that whenever this authority is invoked, the Commission should negotiate terms and conditions, including rates and tariffs, that would allow for the provision of directed service at no cost to the Federal Government. In the event that the Commission does determine that conditions require the exercise of this authority at a significant cost to the Federal Government, the Commission should immediately seek congressional approval of these expenditures under section 311 of the Railroad Revitalization and Regulatory Reform Act of 1976.

PANAMA CANAL COMMISSION

Operating Expenses

Appropriations, 1982	$400,754,000
Budget estimate, 1983	423,565,000
House allowance	392,084,000
Committee recommendation	410,402,000

The Panama Canal Commission is an agency of the executive branch of the U.S. Government, provided for by the Panama Canal Treaty of 1977, and established by the Panama Canal Act of 1979 (93 Stat. 452; 22 U.S.C. 3601 et seq.), enacted September 27, 1979. The authority of the President of the United States with respect to the Commission is exercised through the Secretary of Defense and the Secretary of the Army. The Commission is supervised by a nine-member Board; five members are nationals of the United States and four are Panamanians. Board members who are U.S. nationals are appointed with the advice and consent of the Senate.

The Commission was established to carry out the responsibilities of the United States with respect to the Panama Canal under the Panama Canal Treaty of 1977. In fulfilling these obligations, the Commission manages, operates, and maintains the Canal, its complementary works, installations, and equipment, and provides for the orderly transit of vessels through the Canal. The Commission will perform these functions until the treaty terminates on December 31, 1999, when the Republic of Panama will assume full responsibility for the Canal.

The Commission is expected to recover through tolls and other revenues all costs of operating and maintaining the Canal, including interest, depreciation, capital for plant replacement, expansion and improvements, and payments to the Republic of Panama for public services and annuities, in accordance with paragraph 5 of article III and paragraphs 4 (a) and (b) of article XII, respectively, of the Panama Canal Treaty of 1977. Revenues from tolls and all other sources are deposited in the U.S. Treasury in an account known as the Panama Canal Commission Fund. Appropriations for operating expenses and capital improvements are enacted annually by the Congress and are limited to the sum of the estimated receipts for the year, plus any unexpended balances in the Panama Canal Commission Fund.

The bill includes $410,402,000 for the operating expenses of the Panama Canal Commission, which is $13,163,000 less than the budget request and $18,318,000 more than the House allowance.

CAPITAL OUTLAY

Appropriations, 1982	$19,766,000
Budget estimate, 1983	29,024,000
House allowance	24,666,000
Committee recommendation	29,024,000

The Committee recommends $29,024,000 for the capital outlay program of the Commission. This is the same as the budget estimate and $4,358,000 more than the House allowance. The following table summarizes the Committee's recommendations:

[In thousands of dollars]

Project	Fiscal year 1982 appropriation	Fiscal year 1983 budget estimate	Recommended in the House bill	Committee recommendations
Navigation	13,764	21,831	18,664	21,831
General support	3,252	3,886	3,252	3,886
Utilities	1,870	2,403	1,870	2,403
Housing	880	904	880	904
Total	19,766	29,024	24,666	29,024

UNITED STATES RAILWAY ASSOCIATION

ADMINISTRATIVE EXPENSES

Appropriations, 1982	$9,000,000
Budget estimate, 1983	2,000,000
House allowance	2,000,000
Committee recommendation	2,950,000

The United States Railway Association was established in 1974 to restructure the bankrupt railroads of the Northeast. The Association developed a plan which resulted in the creation of the Consolidated Rail Corporation (Conrail) on April 1, 1976, bringing together the rail properties of the seven bankrupts into a single system. Since that time, USRA has served as Conrail's banker and has monitored the Corporation's progress toward self-sufficiency for the Congress. The Association has also had primary responsibility for defending the Government's interest in the litigation over the value of the rail properties transfered to Conrail from the bankrupt estates. The USRA Board stated it had fulfilled its legislative purpose and voted to abolish the Association by December 31, 1981, and transfer any remaining functions to DOT. The Reconciliation Act reconstituted USRA with a new Board of Directors and gave it a major role in implementing the Conrail transfer.

The Northeast Rail Services Act of 1981 assigned specific responsibilities to USRA, including the continuation of Conrail monitoring and a requirement that USRA make determinations concerning Conrail's profitability in 1983. The litigation is also expected to continue into 1983, since five of the original seven bankrupt estates are continuing to contest the valuation case.

The bill provides $2,950,000 to remain available until expended for the United States Railway Association.

This increment over the budet request reflects the facts that substantial litigation costs will exceed the assumptions in the original request by $255,000, that additional costs for Conrail evaluation will amount to $605,000, and that there will be $340,000 in additional rents and other administrative costs. These facts, combined with the $700,000 carryover from fiscal 1982 and the carryover requirement of $450,000 for fiscal 1984, result in a fiscal 1983 shortfall of $950,000 from the budget request, which is the amount the Committee recommends restoring.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Interest Payments

Appropriations, 1982	$51,586,000
Budget estimate, 1983	51,663,569
House allowance	51,663,569
Committee recommendation	51,663,569

The full budget request of $51,663,569 for the Federal share of the interest payments on the bonded indebtedness of the Washington Metropolitan Area Transit Authority is recommended. This is the same as the House allowance and the budget request.

The bond repayment agreement between the Department of Transportation and the Authority establishes an overall two-thirds Federal and one-third local cost sharing arrangement. However, for the interest payments due on July 1, 1979 through July 1, 1982 the Federal Government will fund up to 85 percent of the cost. To the extent the Authority has utilized these additional Federal funds (up to 85 percent), repayment will be required no later than January 1993. Funding for the construction of the rail system is mentioned earlier in this report under the appropriation for the Urban Mass Transportation Administration for interstate transfer grants and Washington metro.

TITLE III—GENERAL PROVISIONS

The Committee concurs with the general provisions that apply to the Department and agencies funded through this legislation in fiscal year 1983 as approved by the House with the following deletions:

Section 311. This provision exempts the Dodge Island Bridge in Florida from the Federal-aid highways obligation limitation.

Sections 321 and 322. These provisions relate to projects involving interstate routes I–80 and I–94 in Indiana.

In addition, the following new provisions were added by the Senate:

Section 311. This provision relieves the St. Lawrence Seaway Development Corporation from repayment of its outstanding capital construction costs.

Section 321. This section provides that funds under the 1956 Highway Act may not be apportioned to a State with a vehicle width limitation other than 102 inches on certain highways.

Section 322. This section provides a method for prompt and fair settlement of disputes over claims for compensation under sections 406 and 419(a)(7) of the Federal Aviation Act.

Section 323. This provision would prevent the use of appropriated funds for the transportation of any officer or employee, funded in this bill, between his domicile and his place of employment, except the Secretary of Transportation. It is the Committee's intention, however, that reasonable exceptions be provided in times of emergency, or travel on official business to an airport, train station, or to a location of an official meeting other than the officer's or employee's usual place of work.

Section 324. This section freezes the standard level user charges paid to the General Services Administration to fiscal year 1982 levels.

Section 325. This section relates to essential air service in Alaska.

COMPLIANCE WITH RULE XVI, PARAGRAPH 7

Rule XVI, paragraph 7 states:

"Every report on general appropriation bills filed by the Committee on Appropriations shall identify with particularly each recommended amendment which proposes an item of appropriation which is not made to carry out the provisions of an existing law, a treaty stipulation, or an act or resolution previously passed by the Senate during that session."

The provisions of the bill recommended by the Committee are included in existing acts or resolutions or are covered under acts or resolutions passed by the Senate during this session, with the exception of a provision under Civil Aeronautics Board, "Payments to air carriers" relating to the section 406 program. Lacking authorizations are some or

all of the programs of the Coast Guard, Federal Aviation Administration, Federal Highway Administration, National Highway Traffic Safety Administration, Federal Railroad Administration, Urban Mass Transportation Administration, and Panama Canal Commission.

The Committee reports this information in conformance with the intent of rule XVI, paragraph 7, in citing the above as though amending a House bill, even though it is not technically required for the reporting of this new Senate bill.

BUDGETARY IMPACT OF S. 2914

PREPARED BY THE CONGRESSIONAL BUDGET OFFICE PURSUANT TO SEC. 308(a), PUBLIC LAW 93-344

[In millions of dollars]

	Budget authority		Outlays	
	Committee allocation	Amount in bill	Committee allocation	Amount in bill
Comparison of amounts in the bill with the Committee allocation to its subcommittees of amounts in the First Concurrent Resolution for 1983: Subcommittee on Transportation and Related Agencies	11,800	11,556	20,100	[1] 19,802
Projections of outlays associated with budget authority recommended in the bill:				
1983				[2] 7,474
1984				1,210
1985				607
1986				230
1987 and future year				2,432
Financial assistance to State and local governments for 1983 in the bill		3,848		1,229

[1] Includes outlays from prior-year budget authority.
[2] Excludes outlays from prior-year budget authority.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1982 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 1983

[Amounts in dollars]

Item	1982 Appropriation	Budget estimate	House allowance	Committee recommendation	Senate committee recommendation compared with (+ or −)		
					1982 Appropriation	Budget estimate	House allowance
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
TITLE I - DEPARTMENT OF TRANSPORTATION							
Office of the Secretary							
Salaries and expenses	35,200,000	41,700,000	37,532,000	41,700,000	+6,500,000	---	+4,168,000
Transportation planning, research, and development	3,350,000	7,800,000	2,000,000	7,800,000	+4,450,000	---	+5,800,000
(Limitation on working capital fund)	(70,909,000)	(73,965,000)	(70,909,000)	(70,909,000)	---	(-3,056,000)	---
Total, Office of the Secretary	38,550,000	49,500,000	39,532,000	49,500,000	+10,950,000	---	+9,968,000
Coast Guard							
Headquarters administration	---	---	---	72,440,000	+72,440,000	+72,440,000	+72,440,000
Operating expenses	1,468,700,000	1,577,958,000	1,587,908,000	1,518,963,000	+50,263,000	-58,995,000	-68,945,000
(By transfer)	(14,000,000)	---	---	---	(-14,000,000)	---	---
Appropriation for debt reduction	-244,073	-254,650	-254,650	-254,650	-10,577	---	---
Total, operating expenses and headquarters administration	1,468,455,927	1,577,703,350	1,587,653,350	1,591,148,350	+122,692,423	+13,445,000	+3,495,000
Acquisition, construction, and improvements	384,000,000	284,820,000	278,000,000	416,000,000	+32,000,000	+131,180,000	+138,000,000
(By transfer)	(300,000,000)	---	(9,000,000)	(9,000,000)	(-291,000,000)	(+9,000,000)	---
Alteration of bridges	11,000,000	10,200,000	12,700,000	12,000,000	+1,000,000	+1,800,000	-700,000
Retired pay	279,000,000	336,000,000	336,000,000	336,000,000	+57,000,000	---	---

Reserve training	51,483,000	50,094,000	50,094,000	54,000,000	+2,517,000	+3,906,000	+3,906,000
(By transfer)	(868,000)	---	---	---	(-868,000)	---	---
Research, development, test, and evaluation	18,000,000	15,000,000	20,000,000	20,000,000	+2,000,000	+5,000,000	---
Offshore oil pollution compensation fund	2,000,000	1,000,000	1,000,000	1,000,000	-1,000,000	---	---
Coast Guard supply fund	1,320,000	---	---	---	-1,320,000	---	---
Deepwater port liability fund	2,000,000	1,000,000	1,000,000	1,000,000	-1,000,000	---	---
National recreational boating safety and facilities improvement fund	---	5,000,000	---	10,000,000	+10,000,000	+5,000,000	+10,000,000
Total, Coast Guard	2,217,258,927	2,280,817,350	2,286,447,350	2,441,148,350	+223,889,423	+160,331,000	+154,701,000
Federal Aviation Administration							
Headquarters administration	---	---	---	55,574,000	+55,574,000	+55,574,000	+55,574,000
Operations	2,281,939,000	2,549,806,000	2,456,783,000	2,468,220,000	+186,281,000	-81,586,000	+11,437,000
(By transfer)	(13,400,000)	---	---	---	(-13,400,000)	---	---
Subtotal, Operations and headquarters administration	2,281,939,000	2,549,806,000	2,456,783,000	2,523,794,000	+241,855,000	-26,012,000	+67,011,000
Facilities, engineering, and development	8,797,000	---	16,200,000	20,310,000	+11,513,000	+20,310,000	+4,110,000
Facilities and equipment (Airport and Airway Trust Fund)	260,847,000	725,000,000	375,530,000	725,000,000	+464,153,000	---	+349,470,000
(By transfer)	---	---	(7,450,000)	---	---	---	(-7,450,000)
Research, engineering and development (Airport and Airway Trust Fund)	71,800,000	133,500,000	93,000,000	113,000,000	+41,200,000	-20,500,000	+20,000,000
Grants-in-aid for airports (liquidation of contract authorization) (Airport and Airway Trust Fund)	(471,000,000)	(234,000,000)	(234,000,000)	(234,000,000)	(-237,000,000)	---	---
Operation and maintenance, Metropolitan Washington Airports	30,438,000	31,955,000	31,955,000	31,955,000	+1,517,000	---	---
Construction, Metropolitan Washington Airports	26,700,000	13,080,000	11,080,000	11,080,000	-15,620,000	-2,000,000	---
Total, Federal Aviation Administration	2,680,521,000	3,453,341,000	2,984,548,000	3,425,139,000	+744,618,000	-28,202,000	+440,591,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1982 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 1983—Continued

[Amounts in dollars]

Item	1982 Appropriation	Budget estimate	House allowance	Committee recommendation	Senate committee recommendation compared with (+ or −)		
					1982 Appropriation	Budget estimate	House allowance
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Federal Highway Administration							
(Limitation on general operating expenses)	(194,940,000)	(191,562,000)	(188,500,000)	(191,562,000)	(-3,378,000)	---	(+3,062,000)
Motor carrier safety	12,893,000	12,705,000	11,600,000	11,705,000	-1,188,000	-1,000,000	+105,000
(By transfer)	---	---	(1,000,000)	(1,000,000)	(+1,000,000)	(+1,000,000)	---
Highway safety research and development	4,860,000	8,600,000	7,700,000	7,700,000	+2,840,000	-900,000	---
(By transfer)	(1,500,000)	---	(300,000)	(300,000)	(-1,200,000)	(+300,000)	---
Highway beautification	500,000	---	---	500,000	---	+500,000	+500,000
Highway-related safety grants (liquidation of contract authorization) (Trust Fund)	(23,300,000)	(22,998,000)	(22,998,000)	(22,998,000)	(-302,000)	---	---
Rescission of contract authority	---	-10,000,000	-9,623,000	-9,623,000	-9,623,000	+377,000	---
Railroad-highway crossings demonstration projects	17,335,000	---	---	---	-17,335,000	---	---
Territorial highways	3,000,000	---	3,000,000	3,000,000	---	+3,000,000	---
Access highways to public recreation areas on certain lakes	6,875,000	---	---	---	-6,875,000	---	---
Federal-aid highways (contract authority)	91,000,000	---	---	---	-91,000,000	---	---
(Liquidation of contract authorization trust fund)	(8,000,000,000)	(8,200,000,000)	(8,200,000,000)	(8,200,000,000)	(+200,000,000)	---	---
Interstate transfer grants-highways	400,500,000	150,000,000	500,000,000	375,000,000	-25,500,000	+225,000,000	-125,000,000
Total, Federal Highway Administration	536,963,000	161,305,000	512,677,000	388,282,000	-148,681,000	+226,977,000	-124,395,000

National Highway Traffic Safety Administration							
Operations and research	74,900,000	81,600,000	70,000,000	78,133,000	+3,233,000	-3,467,000	+8,133,000
State and community highway safety (liquidation of contract authorization)	(150,200,000)	(103,552,000)	(103,552,000)	(103,552,000)	(-46,648,000)	---	---
Total, National Highway Traffic Safety Administration	74,900,000	81,600,000	70,000,000	78,133,000	+3,233,000	-3,467,000	+8,133,000
Federal Railroad Administration							
Office of the Administrator	7,222,000	15,600,000	12,322,000	15,241,000	+8,019,000	-359,000	+2,919,000
Railroad safety	24,176,000	29,300,000	23,232,000	28,000,000	+3,824,000	-1,300,000	+4,768,000
Railroad research and development	30,000,000	20,000,000	17,000,000	20,000,000	-10,000,000	---	+3,000,000
Rail Service Assistance	15,855,000	31,675,000	30,840,000	31,675,000	+15,820,000	---	+835,000
Appropriation for debt reduction	-1,355,000	---	---	---	+1,355,000	---	---
Total, rail service assistance	14,500,000	31,675,000	30,840,000	31,675,000	+17,175,000	---	+835,000
Rail labor assistance (by transfer)	(34,000,000)	---	---	---	(-34,000,000)	---	---
Conrail workforce reduction program (by transfer)	(100,000,000)	---	---	---	(-100,000,000)	---	---
Conrail labor assistance	---	20,000,000	---	20,000,000	+20,000,000	---	+20,000,000
(By transfer)	(85,000,000)	---	(20,000,000)	---	(-85,000,000)	---	(-20,000,000)
Northeast corridor improvement program	170,000,000	115,000,000	115,000,000	115,000,000	-55,000,000	---	---
Grants to the National Railroad Passenger Corporation	569,000,000	600,000,000	788,000,000	735,000,000	+166,000,000	+135,000,000	-53,000,000
Commuter rail service	70,000,000	---	---	---	-70,000,000	---	---
(By transfer)	---	(75,000,000)	(75,000,000)	(75,000,000)	(+75,000,000)	---	---
Payments to the Alaska Railroad Revolving Fund	6,160,000	---	---	49,575,000	+43,415,000	+49,575,000	+49,575,000
Railroad Rehabilitation and Improvement Financing Funds:							
Appropriation	24,766,000	---	---	---	-24,766,000	---	---
Appropriation for debt reduction	-24,766,000	---	---	---	+24,766,000	---	---
(Limitation on loan guarantees)	(600,000,000)	---	(770,000,000)	(600,000,000)	---	(+600,000,000)	(-170,000,000)
(Limitation on new loan guarantees)	(270,000,000)	---	(275,000,000)	(100,000,000)	(-170,000,000)	(+100,000,000)	(-175,000,000)
(Limitation on new loan guarantees under Emergency Rail Services Act)	(2,600,000)	---	---	---	(-2,600,000)	---	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1982 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 1983—Continued

[Amounts in dollars]

Item	1982 Appropriation	Budget estimate	House allowance	Committee recommendation	Senate committee recommendation compared with (+ or −)		
					1982 Appropriation	Budget estimate	House allowance
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Redeemable preference shares:							
Appropriation (Authority to borrow)	55,500,000	---	---	10,000,000	-45,500,000	+10,000,000	+10,000,000
(By transfer)	(25,000,000)	---	---	---	(-25,000,000)	---	---
Emergency rail facilities restoration (limitation on direct loans)	---	(2,301,000)	(2,301,000)	(2,301,000)	(+2,301,000)	---	---
Total, Federal Railroad Administration	946,558,000	831,575,000	986,394,000	1,024,491,000	+77,933,000	+192,916,000	+38,097,000
Urban Mass Transportation Administration							
Administrative expenses	24,388,000	29,075,000	28,250,000	28,081,000	+3,693,000	-994,000	-169,000
Research, development, and demonstrations and university research and training	51,600,000	45,000,000	58,250,000	58,250,000	+6,650,000	+13,250,000	---
Urban discretionary grants	1,464,500,000	1,518,500,000	1,630,000,000	1,621,700,000	+157,200,000	+103,200,000	-8,300,000
(By transfer)	(11,000,000)	---	---	---	(-11,000,000)	---	---
Non-urban formula grants	68,500,000	42,500,000	32,000,000	68,500,000	---	+26,000,000	+36,500,000
Urban formula grants	1,365,250,000	1,015,000,000	1,300,000,000	1,200,000,000	-165,250,000	+185,000,000	-100,000,000
(Liquidation of contract authorization)	(1,200,000,000)	(681,135,000)	(681,135,000)	(681,135,000)	(-518,865,000)	---	---
Waterborne transportation demonstration project rescission	-2,000,000	---	---	---	+2,000,000	---	---
Interstate transfer grants-transit	560,000,000	250,000,000	365,000,000	225,000,000	-335,000,000	-25,000,000	-140,000,000
Washington Metro	---	250,000,000	230,000,000	250,000,000	+250,000,000	---	+20,000,000
Total, Urban Mass Transportation Administration	3,532,238,000	3,150,075,000	3,643,500,000	3,451,531,000	-80,707,000	+301,456,000	-191,969,000

Saint Lawrence Seaway Development Corporation							
(Limitation on administrative expenses)	(1,639,000)	(1,716,000)	(1,716,000)	(1,716,000)	(+77,000)	---	---
Research and Special Programs Administration							
Research and special programs	17,441,000	21,300,000	20,022,000	21,300,000	+3,859,000	---	+1,278,000
Office of the Inspector General							
Salaries and expenses	13,492,000	24,946,000	24,946,000	24,946,000	+11,454,000	---	---
(By transfer)	(9,355,000)	---	---	---	(-9,355,000)	---	---
Total, title I, Department of Transportation:							
New budget (obligational) authority	10,057,921,927	10,054,459,350	10,568,066,350	10,904,470,350	+846,548,423	+850,011,000	+336,404,000
Appropriations	(9,939,787,000)	(10,064,714,000)	(10,577,944,000)	(10,904,348,000)	(+964,561,000)	(+839,634,000)	(+326,404,000)
Appropriations for debt reduction	(-26,365,073)	(-254,650)	(-254,650)	(-254,650)	(+26,110,423)	---	---
Authority to borrow	(55,500,000)	---	---	(10,000,000)	(-45,500,000)	(+10,000,000)	(+10,000,000)
Contract authority	(91,000,000)	---	---	---	(-91,000,000)	---	---
Rescission	(-2,000,000)	(-10,000,000)	(-9,623,000)	(-9,623,000)	(-7,623,000)	(+377,000)	---
(By transfer)	(594,123,000)	(75,000,000)	(112,750,000)	(85,300,000)	(-508,823,000)	(+10,300,000)	(-27,450,000)
(Limitations)	(196,579,000)	(193,278,000)	(190,216,000)	(193,278,000)	(-3,301,000)	---	(+3,062,000)
(Limitations on loan guarantees)	(600,000,000)	---	(770,000,000)	(600,000,000)	---	(+600,000,000)	(-170,000,000)
(Limitations on new loan guarantees)	(272,600,000)	---	(275,000,000)	(100,000,000)	(-172,600,000)	(+100,000,000)	(-175,000,000)
(Limitation on working capital fund)	(70,909,000)	(73,965,000)	(70,909,000)	(70,909,000)	---	(-3,056,000)	---
(Liquidation of contract authorization)	(9,844,500,000)	(9,241,685,000)	(9,241,685,000)	(9,241,685,000)	(-602,815,000)	---	---
TITLE II - RELATED AGENCIES							
Architectural and Transportation Barriers Compliance Board							
Salaries and expenses	1,900,000	---	1,900,000	2,020,000	+120,000	+2,020,000	+120,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1982 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 1983—Continued

[Amounts in dollars]

Item	1982 Appropriation	Budget estimate	House allowance	Committee recommendation	Senate committee recommendation compared with (+ or −)		
					1982 Appropriation	Budget estimate	House allowance
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
National Transportation Safety Board							
Salaries and expenses	17,705,000	17,700,000	19,970,000	19,970,000	+2,265,000	+2,270,000	---
Emergency Fund	1,000,000	---	---	---	-1,000,000	---	---
Total, National Transportation Safety Board	18,705,000	17,700,000	19,970,000	19,970,000	+1,265,000	+2,270,000	---
Civil Aeronautics Board							
Salaries and expenses	25,875,000	24,500,000	24,350,000	21,900,000	-3,975,000	-2,600,000	-2,450,000
Payments to air carriers	86,058,000	48,400,000	48,400,000	48,400,000	-37,658,000	---	---
(Liquidation of FY 1981 obligations)	(8,242,000)	---	---	---	(-8,242,000)	---	---
Total, Civil Aeronautics Board	111,933,000	72,900,000	72,750,000	70,300,000	-41,633,000	-2,600,000	-2,450,000
Interstate Commerce Commission							
Salaries and expenses	70,150,000	69,000,000	66,300,000	65,600,000	-4,550,000	-3,400,000	-700,000
Payments for Directed Rail Service	8,000,000	---	---	---	-8,000,000	---	---
(Limitation on obligations)	(10,000,000)	---	(10,000,000)	(10,000,000)	---	(+10,000,000)	---
Total, Interstate Commerce Commission	78,150,000	69,000,000	66,300,000	65,600,000	-12,550,000	-3,400,000	-700,000

Panama Canal Commission							
Operating expenses	400,754,000	423,565,000	392,084,000	410,402,000	+9,648,000	-13,163,000	+18,318,000
Capital outlay	19,766,000	29,024,000	24,666,000	29,024,000	+9,258,000	---	+4,358,000
Total, Panama Canal Commission	420,520,000	452,589,000	416,750,000	439,426,000	+18,906,000	-13,163,000	+22,676,000
Department of the Treasury							
Office of the Secretary: (Investment in Fund Anticipation Notes)	(55,500,000)	---	---	(10,000,000)	(-45,500,000)	(+10,000,000)	(+10,000,000)
(By transfer)	(25,000,000)	---	---	---	(-25,000,000)	---	---
United States Railway Association							
Administrative expenses	9,000,000	2,000,000	2,000,000	2,950,000	-6,050,000	+950,000	+950,000
Washington Metropolitan Area Transit Authority							
Interest payments	51,586,000	51,663,569	51,663,569	51,663,569	+77,569	---	---
Total, title II, related agencies:							
New budget (obligational) authority	691,794,000	665,852,569	631,333,569	651,929,569	-39,864,431	-13,923,000	+20,596,000
(Limitation on obligations)	(10,000,000)	---	(10,000,000)	(10,000,000)	---	(+10,000,000)	---
(Liquidation of FY 1981 obligations)	(8,242,000)	---	---	---	(-8,242,000)	---	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1982 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 1983—Continued

[Amounts in dollars]

Item	1982 Appropriation	Budget estimate	House allowance	Committee recommendation	Senate committee recommendation compared with (+ or −)		
					1982 Appropriation	Budget estimate	House allowance
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
TITLE III - GENERAL PROVISIONS							
Coast Guard:							
Offshore Oil Pollution Compensation Fund (limitation on obligations)	(60,000,000)	(60,000,000)	(60,000,000)	(60,000,000)	---	---	---
Deepwater Port Liability Fund (limitation on obligations)	(50,000,000)	(50,000,000)	(50,000,000)	(50,000,000)	---	---	---
Federal Aviation Administration:							
Grants-in-aid for airports (limitation on obligations)	(450,000,000)	(600,000,000)	(600,000,000)	(600,000,000)	(+150,000,000)	---	---
Federal Highway Administration:							
Highway related safety grants (limitation on obligations)	(10,000,000)	---	(10,000,000)	(10,000,000)	---	(+10,000,000)	---
Federal-aid highways (limitation on obligations)	(8,091,000,000)	(7,700,000,000)	(8,000,000,000)	(8,200,000,000)	(+109,000,000)	(+500,000,000)	(+200,000,000)
National Highway Traffic Safety Administration:							
State and community highway safety (limitation on obligations)	(92,500,000)	(77,000,000)	(100,000,000)	(92,500,000)	---	(+15,500,000)	(-7,500,000)
Total, title III, general provisions:							
New budget (obligational) authority	---	---	---	---	---	---	---
(General provisions)	(8,753,500,000)	(8,487,000,000)	(8,820,000,000)	(9,012,500,000)	(+259,000,000)	(+525,500,000)	(+192,500,000)

RECAPITULATION

Grand total, titles I, II, and III:							
New budget (obligational) authority	10,749,715,927	10,720,311,919	11,199,399,919	11,556,399,919	+806,683,992	+836,088,000	+357,000,000
Appropriations	(10,631,581,000)	(10,730,566,569)	(11,209,277,569)	(11,556,277,569)	(+924,696,569)	(+825,711,000)	(+347,000,000)
Appropriations for debt reduction	(-26,365,073)	(-254,650)	(-254,650)	(-254,650)	(+26,110,423)	---	---
Authority to borrow	(55,500,000)	---	---	(10,000,000)	(-45,500,000)	(+10,000,000)	(+10,000,000)
Contract authority	(91,000,000)	---	---	---	(-91,000,000)	---	---
Rescission	(-2,000,000)	(-10,000,000)	(-9,623,000)	(-9,623,000)	(-7,623,000)	(+377,000)	---
(By transfer)	(594,123,000)	(75,000,000)	(112,750,000)	(85,300,000)	(-508,823,000)	(+10,300,000)	(-27,450,000)
(Limitations)	(196,579,000)	(193,278,000)	(190,216,000)	(193,278,000)	(-3,301,000)	---	(+3,062,000)
(Limitations on obligations)	(8,763,500,000)	(8,487,000,000)	(8,830,000,000)	(9,022,500,000)	(+259,000,000)	(+535,500,000)	(+192,500,000)
(Limitations on direct loans)	---	(2,301,000)	(2,301,000)	(2,301,000)	(+2,301,000)	---	---
(Limitations on loan guarantees)	(600,000,000)	---	(770,000,000)	(600,000,000)	---	(+600,000,000)	(-170,000,000)
(Limitations on new loan guarantees)	(272,600,000)	---	(275,000,000)	(100,000,000)	(-172,600,000)	(+100,000,000)	(-175,000,000)
(Limitation on working capital fund)	(70,909,000)	(73,965,000)	(70,909,000)	(70,909,000)	---	(-3,056,000)	---
(Liquidation of FY 1981 obligations)	(8,242,000)	---	---	---	(-8,242,000)	---	---
Memoranda:							
(Appropriations to liquidate contract authorizations)	(9,844,500,000)	(9,241,685,000)	(9,241,685,000)	(9,241,685,000)	(-602,815,000)	---	---
(Appropriation for debt reduction)	(26,365,073)	(254,650)	(254,650)	(254,650)	(-26,110,423)	---	---
Total, appropriations including appropriations to liquidate contract authorization and appropriations for debt reduction	(20,620,581,000)	(19,962,251,569)	(20,441,339,569)	(20,798,339,569)	(+177,758,569)	(+836,088,000)	(+357,000,000)